Transportation Plan
CITY OF STANWOOD

Prepared for the City of Stanwood • March 2015

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TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

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Introduction

A city is both defined and constrained by the network of highways, roads, trails, railroads and transit services that move its residents and goods in, within, through and out of the community. A comprehensive, well-planned and efficiently functioning transportation system is essential to Stanwood's long-term growth and vitality, and the ability to move goods and people is fundamental to maintaining a healthy community.

The Transportation Plan provides the framework to guide the growth and development of the City's transportation infrastructure. It also integrates land use and the transportation network by ensuring that all existing and future developments are adequately served by the system. While the automobile-related transportation network needs provide the core of the system, the Plan also addresses the development of a balanced, multi-modal transportation network for the City and adjacent Urban Growth Area (UGA). The Plan also recognizes the regional nature of the transportation network and the need for continuing interagency coordination to improve the system.

The Transportation Plan establishes the City's goals and policies for developing the transportation system within the City and UGA. The Plan is based on a 2014 study of Stanwood's existing transportation network, combined with projections of future growth and transportation needs. The Plan includes five sections:

A. Goals and Policies

B. Inventory of Existing Transportation Facilities and Conditions

C. Travel Forecasts Evaluation

D. Transportation Systems Plan

E. Financing Program

The Transportation Plan is intended to serve as a guide for making transportation decisions to address both short and long term needs. To meet GMA requirements, the Transportation Plan must identify existing transportation system characteristics, establish standards for levels of service, and identify existing and future deficiencies based on land use growth projections. The Transportation Plan also discusses roadway mobility and accessibility needs, identifies improvements necessary to enhance safety, bicycle and pedestrian travel, and public transit. Consistent with the other elements of the Comprehensive Plan, the Transportation Plan establishes a flexible policy framework for making decisions consistent with this vision, and describes a strategy for accomplishing the vision over the 20 year planning horizon.

Regulatory Setting

Growth Management Act

Under the Growth Management Act (RCW 36.70A.070), the Transportation Plan is required to assess the needs of a community and determine how to provide appropriate transportation facilities for current and future residents. The plan must contain:

- Inventory of existing facilities;
- Assessment of future facility needs to meet current and future demands;
- Multi-year plan for financing proposed transportation improvements;
- Forecasts of traffic for at least 10 years based on adopted land use plan;
- Level of service (LOS) standards for arterials and public transportation, including actions to bring
- deficient facilities into compliance;
- Transportation Demand Management (TDM) strategies, and;

- Identification of intergovernmental coordination efforts.

Additionally, under GMA, development may not occur if the development causes the transportation facility to decline below the City's adopted level of service standard unless existing infrastructure exists or strategies to accommodate the impacts of the development are made within six years of the development. Finally, the Plan must include a reassessment strategy to address how the plan will respond to potential funding shortfalls.

Puget Sound Regional Council- VISION 2040

VISION 2040 was adopted as the central Puget Sound region's long-range strategy for growth management, the environment, economic development, and transportation in 2008. While VISION 2040 builds on previous regional plans for the four-county region – - including the VISION 2020 and VISION 2030 updates – it also introduces new provisions to guide and coordinate regional and local planning in King, Kitsap, Pierce, and Snohomish counties. Successful implementation of VISION 2040 relies on successful implementation of local comprehensive plans.

Countywide Planning Policies

The Snohomish County Countywide Planning Policies (CPPs) require that local jurisdictions develop a balanced transportation plan that is consistent with VISION 2040 and proposed regional mobility (i.e. autos, transit, bicycle, pedestrian, air, etc). The CPPs promote high capacity transit, non-motorized transportation, high-occupancy vehicle travel, mode-split goals, preservation and maintenance of existing transportation facilities, and development of financing strategies to meet future needs. Each comprehensive plan should include timelines for improvements, focusing on preservation and maintenance of existing infrastructure with additions as necessary to accommodate future growth.

Clean Air Conformity Act

The Transportation Plan is also subject to the Washington State Clean Air Conformity Act that implements the directives of the Federal Clean Air Act. Because air quality is a region wide issue, the city of Stanwood's Comprehensive Plan must support the efforts of state, regional, and local agencies as guided by WAC 173-420-080.

Healthy Communities

Recognizing the growing need for physical activity among citizens, the Washington State Legislature amended the Growth Management Act (GMA) in 2005 with the Healthy Communities Amendment, ESSB 5186. Comprehensive plans are directed to address the promotion of Healthy Communities through urban planning and transportation approaches. The two amendments to the GMA require that communities:

1. Consider urban planning approaches that promote physical activity in the Land Use Plan of a comprehensive plan; and
2. Include a bicycle and pedestrian component in the Transportation Plan of a comprehensive plan.

A. Goals and Policies

The goals and policies provide a framework for decision making related to transportation issues. They will be used in implementing transportation projects and programs, reviewing new land use development applications, and supporting other City planning processes.

TG-1 – Continue to develop a transportation system that encourages, supports, and enhances the safe, efficient and reliable movement of people, vehicles, and goods.

TP-1.1 – Plan improvements to existing street networks to evenly distribute through-traffic to collectors that meet design standards and reduce the amount of through traffic on neighborhood streets that are not classified as collectors.

TP-1.2 – Design roadways, sidewalks, trails, bicycle facilities, and other public circulation improvements to meet safety standards.

TP-1.3 – Design local access streets to provide safety for pedestrians, bicycles, and automobiles, and meet the requirements of the Americans with Disabilities Act (ADA).

TP-1.4 – Use neighborhood traffic control devices where necessary to direct through traffic to streets classified and designed for that purpose.

TP-1.5– Prioritize existing safety hazards during transportation decision making process.

TP-1.6 – Adopt Public Works Development Guidelines and Construction Standards for design of roadways.

TP-1.7 – Develop an integrated road network throughout the city, particularly in downtown and the UGA (as it is annexed).

TP-1.8 – Encourage or require where appropriate a grid of through-streets to create a transportation system with east-west and north-south connections.

TP-1.9 – Work toward completing an integrated street network for automobiles, bicycles, and pedestrians by using complete streets program provisions as a guideline.

TG-2 – Maintain levels of service (LOS) that promote mobility for people and goods consistent with adopted standards.

TP-2.1- Ensure adequate transportation facilities are available concurrent with development.

TP-2.2 - Reassess as appropriate level of service standards and other development regulations based on growth and funding levels.

TP-2.3 - The City has established the following levels of service (LOS) standards for intersection operations based on methodologies in the latest edition of the *Highway Capacity Manual (HCM)*.

i. LOS D for traffic signals, roundabouts, and all-way stop controlled intersections.

ii. LOS E for two-way stop controlled intersections.

TP-2.4- Apply Washington State Department of Transportation's level of service standards to intersections of state highways within the Stanwood area:

i. LOS D or better within urban areas.

ii. LOS C or better within rural areas.

TP-2.5– Work with Snohomish County to coordinate level of service standards for roadways and intersections within the City's unincorporated Urban Growth Area.

TP-2.6 - Consider establishing level of service standards for bicycle, pedestrian and other transportation facilities that promote the movement of people.

TG-3 – Provide transportation facilities that promote vibrant commerce, clean air and water, health and recreation.

TP-3.1 – Help minimize and mitigate adverse impacts of transportation services on designated critical areas, and resource lands.

TP-3.2 – Work with local, state, and regional agencies to achieve regional air quality and environmental pollution goals.

TP-3.3 – Create an inviting and functional connection between east and west Stanwood. roadway.

TP-3.4 – Design intersection areas using landscaping elements, gateway signage and treatments, channelization, and other features to distinguish major intersections within corridors.

TP-3.5 – Establish coordinated gateway and signing programs to establish a sense of community, guide unfamiliar visitors to primary destinations, and revive the downtown area's historic past and original street names.

TG-4 – Maintain, preserve, and extend the life and utility of prior transportation investments.

TP-4.1 – Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system.

TP-4.2 – Maintain and preserve the transportation system mindful of lifecycle costs associated with delayed maintenance.

TP-4.3 – Maintain existing brick roads, particularly 270th Street NW, in brick when financially feasible.

TG-5 – Reduce the number of trips made via the single occupant vehicle.

TP-5.1 – Encourage land use patterns that facilitate multi-purpose trips and reduce the quantity and length of trips by single-occupancy vehicles in association with Commute Trip Reduction Act goals and policies.

TP-5.2 – Encourage use of public transit and bicycle and pedestrian facilities.

TP-5.3 – Work with the School District to encourage ridership on school buses.

TP-5.4 – Encourage commuter rail, bus, park and ride, and bicycle use.

TP-5.5 – Develop a comprehensive network of sidewalks connecting with bicycle trails and paths to provide alternative routes to employment centers and shopping areas in association with the goals and policies of PSRC's Regional Growth Strategy.

TP-5.6 – Where feasible, provide sidewalks and bike lanes on both sides of all new and reconstructed public streets.

TP-5.7 – Develop a trail system to connect Stanwood's business district with other regional trails and centers.

TP-5.8 – Include standards for development of non-motorized facilities in the Public Works Standards. These should include, but are not limited to:

- bicycle parking facilities,
- sidewalks and paths,
- location and accessibility of crosswalks,
- landscaping to buffer facilities from automobile traffic, and
- recreational trails for pedestrians and bicycles.

TP-5.9 – Preserve unimproved public rights-of-way when reasonable to assure they are available in the future for development of an interconnected network of pedestrian and bicycle trails.

TP-5.10 – Support the preservation of railroad rights-of-way for trails when continued rail service is not practical.

TP-5.11 – Adopt building site design criteria such as reduced setback requirements for through easements (short cuts with sidewalks) for pedestrian and bicycle use to provide direct paths to schools, shopping centers, transit facilities, and recreational facilities.

TP-5.12 – Adopt design guidelines for non-motorized facilities for walking and bicycling facilities that include sidewalks, bike lanes, roadway shoulders, and multiuse paths.

TP-5.13 – Implement non-motorized transportation facilities and services consistent with policies and strategies Comprehensive Plan, Road Standards, and Design Review Guidelines.

TP-5.14 – Provide corridors for pedestrian and small watercraft access to the Stillaguamish River.

TG-6 – Apply technological solutions to improve the efficiency of the transportation system

TP-6.1 – Identify and implement strategies for the efficient movement of emergency responses.

TG 7 – Support the development of a balanced regional transportation system and work with federal, state, regional and local agencies to develop the City's transportation system, financing strategy, and land use plan that helps achieve regional mobility goals.

TP-7.1 – Coordinate with WSDOT and with Puget Sound Regional Council (PSRC) to ensure consistency with state and regional transportation plans and requirements.

TP-7.2 – Coordinate with WSDOT, Island County, and Snohomish County to implement the SR-532 Route Development Plan, including the collection of impact fees for improvements on SR-532.

TP-7.3 – Encourage rail providers to expand passenger rail service.

TP-7.4 – Coordinate with WSDOT for long-term and near-term improvements to SR-532 as identified in the Route Development Plan.

TP-7.5 – Support WSDOT with level of service

requirements and growth related impacts for SR-532.

TP-7.6 – Work with WSDOT to establish well-orchestrated traffic signal timing plans and a coordinated system of traffic progression between traffic signals on SR-532. Ensure that future traffic signals are designed, operated, and located appropriately to allow efficient progression of vehicle platoons.

TP-7.7 – Restrict wide-open, undefined access drives to comply with City driveway standards. Work to minimize and consolidate access points to SR-532. Encourage shared parking on adjacent properties with credits for complimentary uses.

TP-7.8 – Promote a working relationship with regional planning agencies, particularly the Puget Sound Regional Council (PSRC), to assure regional transportation plans are consistent and complementary to the Stanwood Comprehensive Plan.

TP-7.9 – Work with Puget Sound Regional Council (PSRC) to have the City's Comprehensive Plan reviewed and approved by PSRC.

TP-7.10 – Work with Island County and Snohomish County to ensure consistency of transportation plans.

TP-7.11 – Work with transportation agencies to establish public education programs to encourage public transportation usage.

TG-8 – Minimize negative environmental impacts for the benefit of the City's natural resources and the reduction of greenhouse gas emissions.

TP-8.1 – Encourage ride-sharing, van-pooling and the use of flex-time schedules by employees.

TP-8.2 – Support voluntary, employer-based trip reduction programs

TP-8.3 – Encourage telecommuting options with new and existing employers, through project review and incentives, as appropriate.

TP-8.4 – Reduce greenhouse gases by expanding the use of conservation and alternative energy sources and by reducing vehicle miles traveled.

TP-8.5 – Reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles.

TP-8.6 – Manage street lighting needs by encouraging lighting standards and using lamps that will assure safe and effective illumination at minimum cost and energy use

TP-8.7 – Give priority to transportation projects that will contribute to a reduction in vehicle miles traveled per capita, while maintaining economic vitality and sustainability.

TP-8.8 – Provide safe and convenient access for pedestrians and bicyclists.

TG-9 – Establish a stable, long term financial foundation for continuously improving the quality, effectiveness, and efficiency of the transportation system.

TP-9.1 – Pursue and implement transportation financing methods, such as transportation benefit districts or user fees (as allowed by state law), to support ongoing maintenance, preservation, and operation of the City's transportation system.

TP-9.2 – Ensure that new development pays a proportionate share of the costs of transportation facilities needed to support growth. New development may contribute to the costs of needed improvements through SEPA based mitigation, traffic impact fees, frontage improvements, local improvement districts, and other means allowed by State and local laws.

TP-9.3 – Structure developer impact fees to ensure that new development contributes its fair share of the resources needed to mitigate the impact on transportation facilities, as allowed under State law.

TP-9.4 – Continue to work with Snohomish County and Island County to mitigate transportation impacts of development on Stanwood and vice versa.

TP-9.5 – Continue to develop partnerships with WSDOT, Snohomish County, Community Transit, and local agencies to define and fund improvement projects and programs.

TP-9.6 – Actively pursue grants individually or with other agencies to help fund transportation projects to support the maintenance, operations, and upgrading of the transportation system.

TP-9.7 – Use other City revenues to leverage against other funding opportunities.

TP-9.8 – Evaluate project design strategies that can reduce costs of transportation improvements or provide for phasing of improvements to spread the costs over time.

TP-9.9 – Balance the estimated expenditures in the City's annual Six-Year Transportation Improvement Program (TIP) with available revenues.

TP-9.10 – Periodically review longer range transportation funding options and consider changes in the level of service standard or land use element if sufficient funding is not available.

B. Inventory of Existing Transportation Facilities and Conditions

Travel needs within the City of Stanwood are met by a range of transportation facilities and services. These facilities and services provide for travel within the City and also connect Stanwood with the rest of the region. The City's existing transportation system includes state highways, arterials, collectors, local roads, pedestrian and bicycle facilities, and transit routes and facilities. A rail line also crosses through the City and serves both freight and passenger travel. This chapter summarizes the key elements of the existing transportation system serving the City. The inventory of existing transportation facilities and conditions provides a foundation for identifying and prioritizing the City's transportation improvement projects and programs presented later in the Transportation Plan.

Roadway System

The backbone of the City's transportation system is the street and highway system. The street and highway system provides mobility and access for a range of travel modes and users. Roadways are classified by their intended function (collector, arterial, etc.) and desired level-of-service (LOS). The City's existing and future roadway functional classifications are discussed in section C of the Transportation Element. The functional classification system provides context for identifying the transportation improvement projects needed to serve anticipated growth and meet minimum LOS standards.

A summary of the existing roadway system includes background information such as: number of travel lanes and existing traffic controls, 2014 traffic volumes and operations, transportation safety conditions, and the existing freight system. Non-motorized and transit facilities and services, which use the roadway system, are described in subsequent sections.

Existing Highways and Street System

Figure 1 shows the existing state highway and arterial system serving Stanwood. The City is served by several north-south and east-west routes including State Route (SR) 532.

North-South Routes

The primary north-south route within the City of Stanwood is Pioneer Highway, an original farm-to-market road, which has a posted speed limit of 30-35 mph and one travel lane in each direction within the City limits. Pioneer Highway connects Stanwood north to Interstate 5, just to the south of Mount Vernon.

South of Stanwood, Pioneer Highway veers east and again connects to Interstate 5, just northwest of Arlington.

In the western half of the City, 102nd Avenue NW (Old Pacific Highway) provides the only north-south connection to areas north of the City limits. 102nd Avenue NW has a speed limit of 25 mph in City limits and 50 mph in Snohomish County. A secondary north-south route within the western part of the City is 92nd Avenue NW between SR 532 and 276th Street NW (Lovers Lane).

In the eastern half of Stanwood, 80th Avenue NW and 68th Avenue NW are main north-south thoroughfares in the City. Both provide one lane in each direction with speed limits varying between 25 and 35 miles per hour within the City limits. Marine Drive is a north-south route connecting the downtown region to areas south of the City; it has two lanes in each direction and a speed limit of 35 miles per hour in the City limits.

Looking west on 268th Street NW.

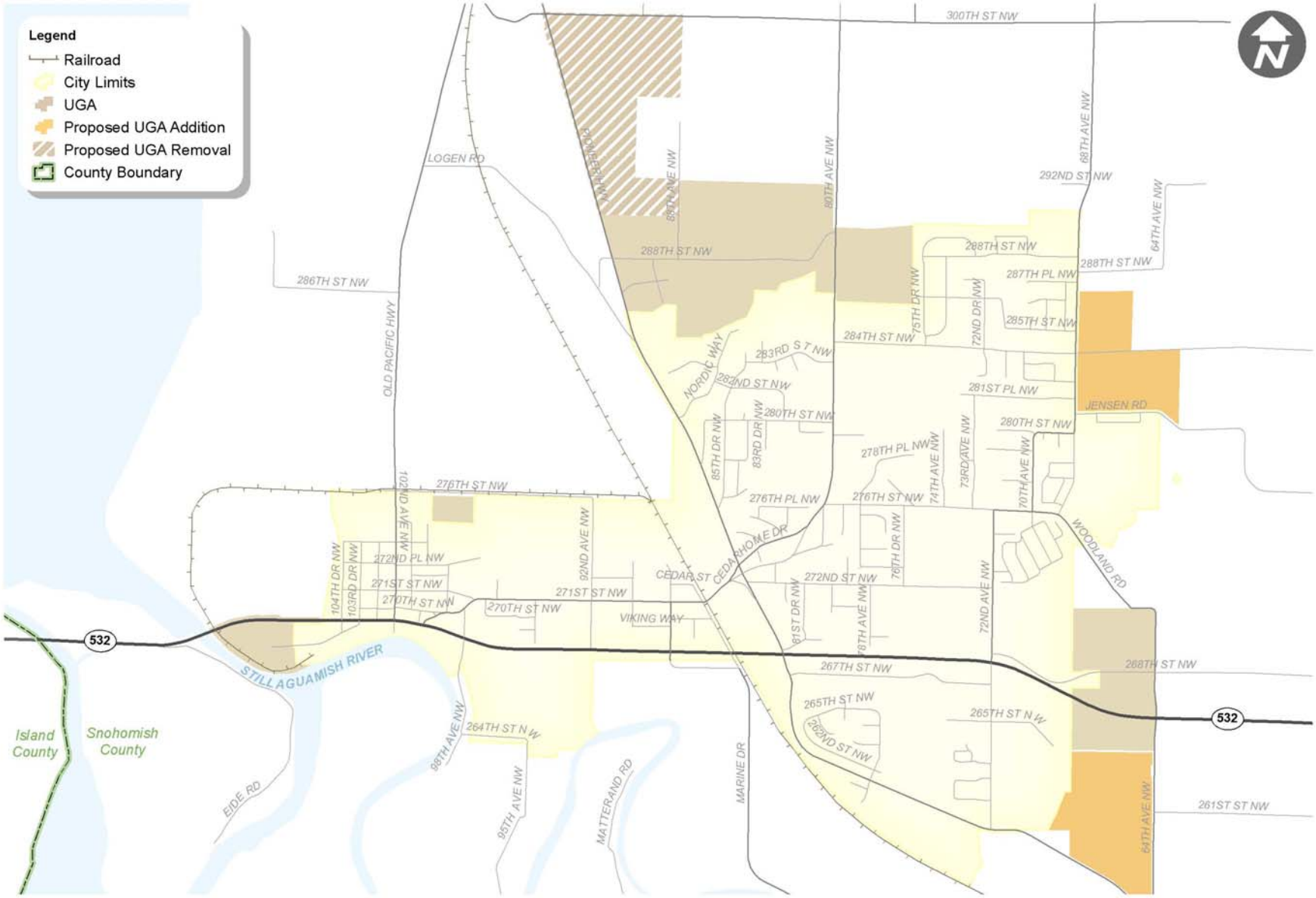

Figure 1. Existing Highway and Street System

East-West Routes

SR 532 is a 10-mile regionally significant state highway that connects Stanwood to Interstate 5, the Puget Sound region, and destinations beyond. To the west, SR 532 terminates near the Livingston Bay Airport on Camano Island; to the east it terminates at I-5. The posted speed limit along SR 532 in the City is 35 mph between the eastern City limits and 98th Ave NE then changes to 45 mph until the western City limits. SR 532 provides the only land connection to Camano Island. Regionally significant state highways are state transportation facilities that are not designated as being of statewide significance (also called non-HSS facilities).

Table 1. Existing Roadways Serving Stanwood (2014)

Roadway	Number of Lanes	Speed Limit (mph)
North-South Routes		
102nd Avenue NW / Old Pacific Hwy	2	25
Pioneer Hwy	2	25
80th Avenue NW	2	25-35
68th Avenue NW	2	25-35
72nd Avenue NW	2 to 3	25
64th Avenue NW	2	25
Marine Drive	2	35
East-West Routes		
SR 532 (within City limits)	2 to 3	35
271st Street NW	2 to 3	25
272nd Street NW	2	25
276th Street NW	2	25
300th Street NW	2	50

North of SR 532 and west of the rail line, 271st Street NW provides an east-west route through the historic business district, connecting 104th Drive NW to Cedarhome Drive and Pioneer Highway. With a speed limit of 25 mph, 271st Street NW has one lane in each direction and a center turn lane between 97th Avenue NW and 88th Avenue NW.

Both 272nd Street NW and 276th Street NW provide east-west connectivity north of SR 532 and east of the rail line, with 300th Street NW providing a connection from Pioneer Highway to the west and Old Highway 99 North/I-5 to the east. With one lane in each direction and a posted speed limit of 25mph, 272nd Street NW runs between Pioneer Highway and 72nd Avenue NW. Much like 272nd Street NW, 276th Street NW has one lane in each direction, a posted speed limit of 25 mph, and runs between 70th and 80th Avenue NW. Finally, 300th Street NW has a single lane in each direction and a posted speed limited of 50 mph.

Table 1 summarizes the main north-south and east-west roadways traversing the City of Stanwood.

Existing (2014) Traffic Volumes

Traffic volumes in urban areas are typically highest during the weekday PM peak hour. This reflects the combination of commuter work trips, shopping trips, and other day-to-day activities which result in travel between 4:00 and 6:00 pm, Monday through Friday. The weekday PM peak hour is typically used for evaluating transportation system needs because it represents some of the highest travel activity experienced during the day. Traffic volumes were collected at key locations in 2014. Existing weekday PM peak hour volumes are shown in **Figure 2** for selected locations in the City and surrounding study area.

Daily traffic volumes for major roadway corridors in the City are shown in **Table 2**. Historical traffic volumes collected in 2003-2004 for corresponding locations are also shown where available. The traffic volumes shown in the table represent the approximate volumes in both directions of travel.

As shown in the table, for comparable locations daily traffic volumes on SR 532 and Pioneer Highway show volumes along these corridors have increased by

Table 2. Average Traffic Volumes for Major Roadways in Stanwood

Location	2003-2004 (ADT[1])	2014 (AWDT[2])
SR 532 (between east and west City Limits)	15,600 to 20,200	18,100 to 21,300
102nd Avenue NW/Old Pacific Hwy (north of City Limits)	-	5,100
Pioneer Highway (north of Logan Road)	4,600[3]	3,800
80th Avenue NW (south of Larson Road)	-	1,100
68th Avenue NW (north of 288th Street NW)	-	1,900

1. Average Daily Traffic (vehicles per day).
2. Average Weekday Daily Traffic (vehicles per day).
3. Location from the 2012 Comprehensive Plan farther south on Pioneer Highway, north of 271st Street NW.

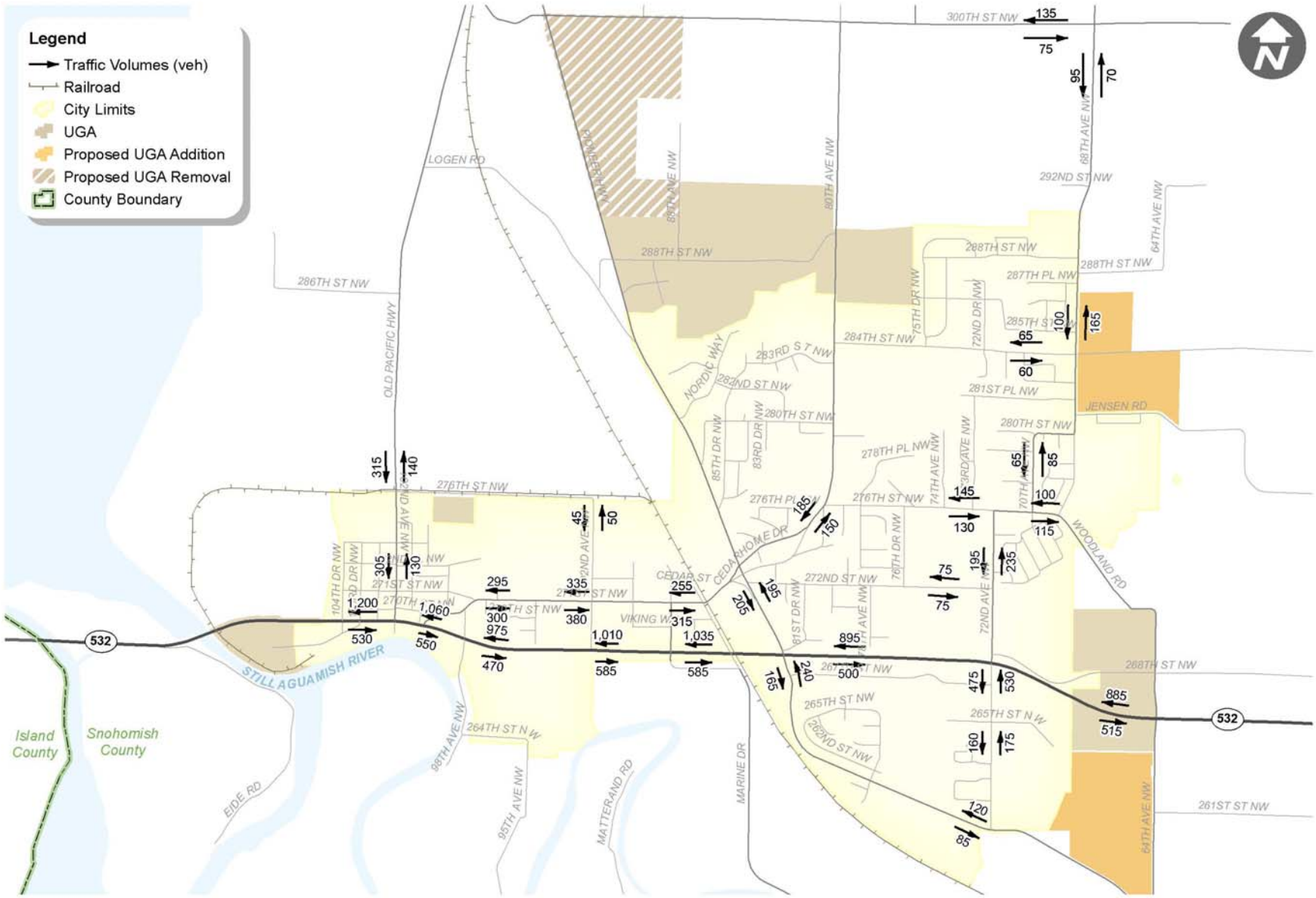

Figure 2. Existing 2014 PM Peak Hour Traffic Volumes

approximately 1,100 to 1,400 and 800 to 900 vehicles, respectively, over the past 10 years.

The study intersections with the highest PM peak hour traffic volumes are along SR 532 at 102nd Avenue NW and 64th Avenue NW. The total entering traffic volume, which includes both side street and mainline traffic flows, ranged from approximately 1,500 to nearly 2,200 vehicles during the PM peak hour at these intersections.

City Travel Patterns

As part of the overall data collection effort, general travel patterns for vehicles traveling through the City were collected and analyzed. This data helped to define local travel patterns for through-city vehicle trips and was used to develop the external trip table in the City's travel demand forecasting model.

The data collected includes travel patterns for both the morning and evening commute periods. An analysis of the data collected defines travel patterns within Stanwood and also traffic traveling to the east and west of the City limits using SR 532. **Figure 3** shows the general travel patterns during the AM peak hour and **Figure 4** during the PM peak hour.

During the morning commute, most trips entering the City from the north travel east via SR 532. Eastbound trips on SR 532 continue through the City, with approximately 30 percent headed northbound along Old Pacific Hwy. Trips traveling west on SR 532 during the morning peak also tend to stay on SR 532 (constituting more than 80 percent of trips), with small percentages dropping off along different roadways within the City.

During the evening commute, trips along SR 532 in the eastbound direction generally head north along Old Pacific Hwy (more than 20 percent) or pass through the City on SR 532 (approximately 60 percent). In the westbound direction, trips generally stay on SR 532 (approximately 80 percent of trips). Trips traveling southbound along Old Pacific Hwy generally head west along SR 532 (70 percent), while trips traveling southbound along Pioneer Hwy are more split along roadways in the City, where 35 percent travel west along SR 532, 30 percent continue south along Marine Drive, and approximately 20 percent travel east along SR 532 according the data collected. The remaining trips are dispersed on other City roadways.

Intersection Operations

Intersection operations analysis is a quantitatively-based methodology for evaluating how the transportation system is functioning. It is applied to existing and forecast travel conditions to assist in identifying issues and potential improvement options. Intersection operations are reported for weekday PM peak hour conditions. In some situations, it is appropriate to identify alternate peak hour measurements for business and other land use types that experience peak volumes at different times or on weekends.

Transportation Concurrency

The Washington State Growth Management Act (GMA) (RCW 36.70A.070(6)(b)) states that "…local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development…"concurrent with development shall mean that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years." The GMA allows local jurisdictions to define, measure, monitor, and maintain LOS according to the land use and transportation system priorities adopted in the local Comprehensive Plan.

LOS standards are part of the mandatory elements of the City's Comprehensive Plan as required by the Growth Management Act (GMA) (RCW 36.70A.070). The GMA indicates that the transportation element shall include "level of service standards for all locally owned arterials and transit routes to serve as a gauge to judge performance of the system. These standards should be regionally coordinated". The transportation element needs to identify specific actions and requirements for bringing into compliance locally owned transportation facilities or services that operate or will operate below the established level of service standard.

Level of Service Standards

Level of service is a measure of the quality of traffic flow and operations. It can be described in terms such as speeds, travel times, delays, convenience, interruptions and comfort. *The Highway Capacity Manual (HCM),* Transportation Research Board, 2010, provides methodologies for evaluating levels of service (LOS) for transportation facilities and services. The *HCM* criteria range from LOS A indicating free-flow conditions with minimal delays, to LOS F indicating extreme congestion and significant delays.

For purposes of the Transportation Plan, the City has adopted level of service standards for transportation facilities under its jurisdiction as required under the Growth Management Act (GMA). The City must address level of service standards on state highways serving the City. In addition, Stanwood needs to review its LOS standards within the context of the regional policies established by Puget Sound Regional Council (PSRC). Furthermore, the City needs to coordinate its LOS standards with those established

by Snohomish County, especially as they apply to development within the City's designated Urban Growth Area (UGA).

City of Stanwood Level of Service Standards

The City has established the following LOS standards. The levels of service shall be measured using methodologies identified in the latest edition of the *Highway Capacity Manual (HCM)*.

Traffic Signals, Roundabouts, and All-Way Stop Controlled Intersections – LOS D or better based on overall average delay per vehicle.

Unsignalized Two-Way Stop Controlled Intersections – LOS E or better for worst traffic movement. On a case-by-case basis, the City may allow the level of service for traffic movements from the minor streets at two-way stop controlled intersections to operate below the adopted standard, if the City determines that no significant safety or operational issues will result.

The lower LOS standard for unsignalized, two-way stop controlled intersections reflects the desire to minimize delays on the major street and through street traffic, while supporting safe and efficient operations from the minor streets.

The levels of service requirements described above differ from the standards previously adopted and described in the Transportation Element (2012). Whereas the current LOS standards are based on the type of signal control at an intersection, the previous standards were based on residential and commercial roadways. The previous standard (TP-2.1) adopted a minimum LOS D standard for all residential roadways and an LOS E standard for commercial intersections and roadways. The current standard enforces a desire to reduce delay at intersections to promote the movement of people, rather than allow commercial roadways to operate with a low level of service.

The City typically will apply the intersection LOS standard to the weekday PM peak hour. The City may, however, define additional evaluation periods for intersection review in order to identify if potential impacts would occur. These could include weekday AM peak hour, weekends, or other time periods depending on the type and location of a proposed development.

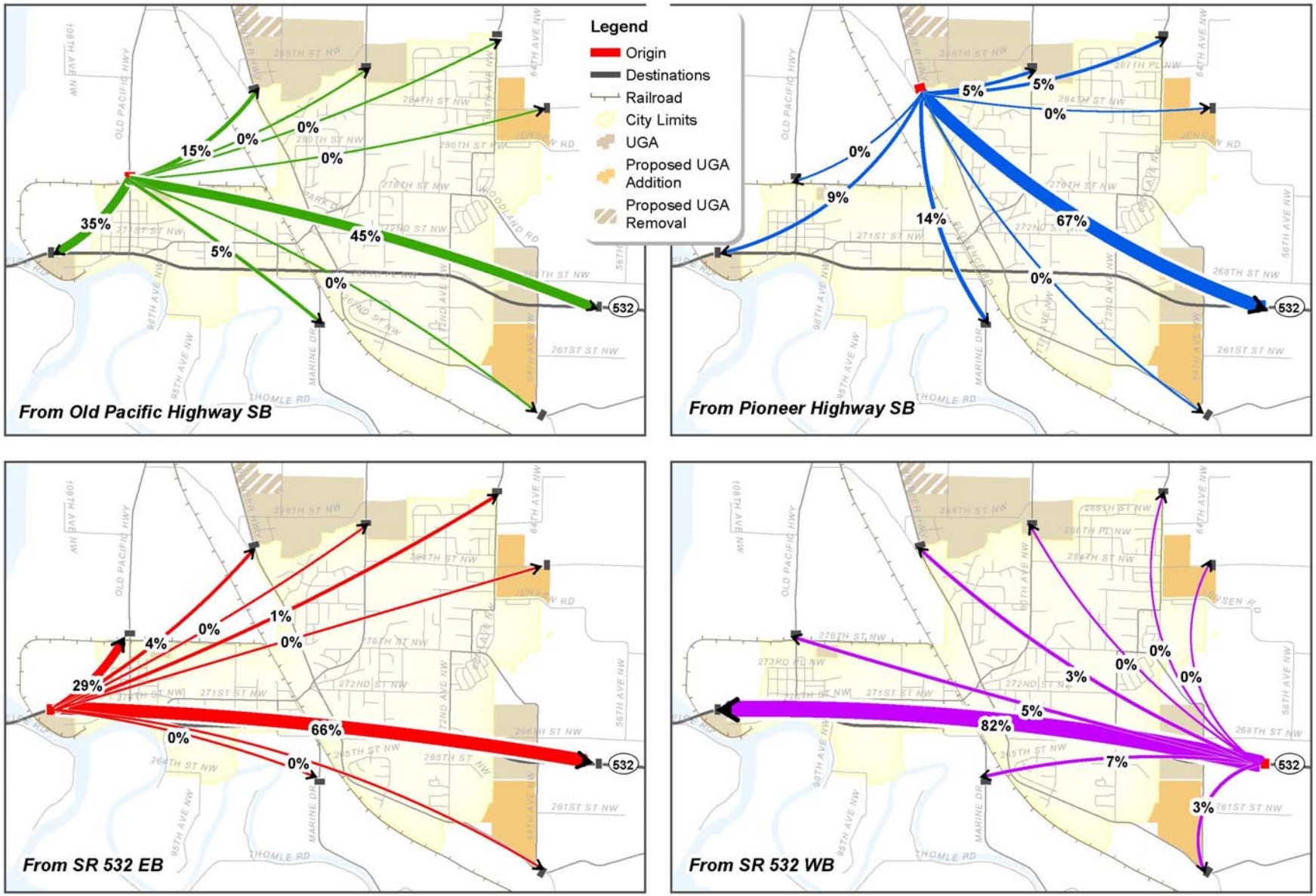

Figure 3 – AM Peak Hour Origin-Destination Traffic Volume Percentages

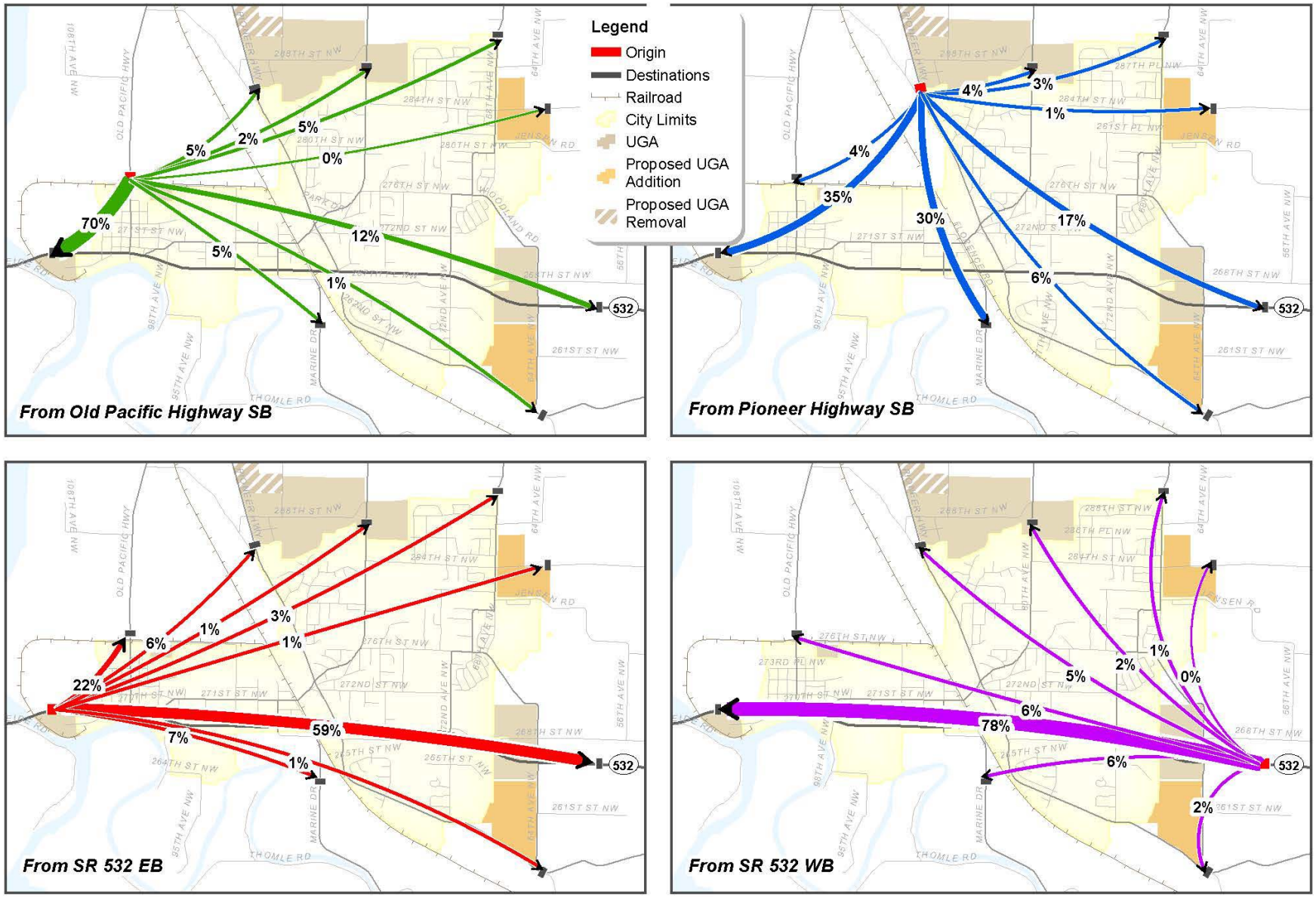

Figure 4 – PM Peak Hour Origin-Destination Traffic Volume Percentages

State Highway Level of Service Standards

SR 532 is the only state highway serving the City of Stanwood and is designated as a regionally significant state highway (non-HSS). LOS standards for state highways of regional significance are adopted by PSRC and Washington State Department of Transportation (WSDOT), and are identified in the State's Highway System Plan. The LOS standards for non-HSS facilities are divided into three categories that include Tiers 1, 2, and 3. SR 532 is a Tier 2 highway with a standard of LOS D. The following points describe the standards for the three tiers of state highways in Washington State.

- Tier 1 highways serve the inner urban area representing a 3 mile buffer around the most heavily traveled highways such as I-5. The LOS standard for Tier 1 highways is LOS E-"Mitigated" meaning that mitigation must be provided during the PM peak hour if the level of service falls below LOS E. There are no Tier 1 highways in the Stanwood study area.
- Tier 2 highways serve the outer urban area which represents the area outside of the 3 mile buffer around heavily traveled highways and usually fall in areas farther from transit service with fewer alternative roadways. SR 532 is designated a Tier 2 highway within the City of Stanwood. The standard for Tier 2 highways is LOS D.
- Tier 3 highways are rural routes in rural areas with and must maintain LOS C or above to meet standards. There are no Tier 3 highways in the Stanwood study area.

Cities and counties are required to include the LOS standards for all state routes in the transportation element of their local comprehensive plan. The PSRC certifies the transportation elements of the city and county plans, and ensures that the regional LOS standards are included. PSRC notes that state law is silent on whether agencies include or exempt non-HSS facilities from local concurrency requirements. WSDOT applies these standards to highway segments, intersections, and freeway interchange ramp intersections. When a proposed development affects a segment or intersection where the level of service is already below the state's adopted standard, then the pre-development level of service is used as the standard. When a development has degraded the level of service on a state highway, WSDOT works with the local jurisdiction through the SEPA process to identify reasonable and proportional mitigation to offset the impacts. Mitigation could include access constraints, constructing improvements, right-of-way dedication, or contribution of funding to needed improvements.

Snohomish County Level of Service Standards

Unlike neighboring jurisdictions, Snohomish County LOS standards are defined based on arterial operations and not intersection LOS. Level of service along key arterials is measured by calculating corridor travel speeds. LOS standards for key arterials are defined by Snohomish County based primarily on arterial classification, number of lanes, average daily traffic (ADT) and average travel speed. In rural areas LOS standards range from LOS C to LOS D depending on the roadway type. In Urban areas LOS E is considered acceptable.

Arterial units have been defined along several key corridors within and near the City's urban growth area. For example, north of the City limits arterial units are defined along Old Pacific Highway, 300th Street NW east of the current UGA, and 68th Ave NW. South of the City limits, arterial units are defined along Marine Drive and Pioneer Highway. Roadways defined as arterial units that are adjacent to the current City limits and UGA are Pioneer Highway north of the City limits, 300th Street NW just east of Pioneer Highway, and 68th Ave NW from approximately 280th Street NW to the northern City limits.

Island County Level of Service Standards

The current adopted LOS methodology for Island County is an intersection-based LOS standard. For facilities located within designated urban areas, the standard is LOS D. For facilities located in outlying rural areas, the standard is LOS C. A unique feature of Island County's transportation concurrency program is that state law requires the County to include state highways and ferry routes as part of the County's level of service standard.

Island County is in the process of updating their LOS standard as part of an update to their Transportation Element and Concurrency Ordinance. The updated LOS standard is anticipated to establish a travel time-based LOS standard for designated corridors and a second standard for designated intersections. In addition, the revised concurrency program is anticipated to be service area-based and include ferry routes serving the County.

Existing (2014) Intersection Levels of Service

Figure 5 shows the 2014 PM peak hour intersection LOS and control type for each of the study intersections. As summarized in **Table 3**, two intersections along SR 532 operate at LOS E. All other intersections on SR 532 operate at LOS D or better and all other intersections operate at LOS B or better, both of which meet the applicable LOS standard. Signals at the intersection at SR 532 and 102nd Street NW as well as at 72nd Avenue NW and 267th Street NW were installed since the previous Comprehensive Plan update in 2004. The intersections improved from LOS F to C and from LOS D to A, respectively. An increase in volumes entering uncontrolled study intersections explain the other changes in LOS, as vehicles are subject to greater delay as volumes increase.

There are seven major intersections along SR 532 within the Stanwood City limits at 102nd Avenue NW (Old Pacific Highway), 98th Avenue NW, 92nd Avenue NW, 88th Avenue NW, Pioneer Highway, 72nd Ave-

nue NW, and 64th Avenue NW.

- SR 532/102nd Avenue - The intersection at 102nd Avenue NW is a signal controlled intersection. The intersection operated at LOS F in 2004, but has improved to LOS D in 2014. The improvement can be attributed to the installation of a traffic signal since the 2004 analysis in the previous Transportation Element.
- SR 532/98th Avenue NW - The intersection of SR 532 and 98th Avenue NW provides connections between Camano Street, 270th Street NW, and 271st Street NW to the north, and Leque Road to the south. This intersection is stop-controlled for northbound and southbound movements. The intersection operates at LOS E in 2014, slightly worse than the LOS D in 2004.
- SR 532/92nd Avenue NW - The intersection of SR 532 and 92nd Avenue NW provides connections to 270th Street NW and 271st Street NW to the north. This intersection was recently reconstructed with a signal and provides access to the central portion of the downtown. The intersection operates at LOS B in 2014, slightly worse than the LOS A reported in 2004.
- SR 532/88th Avenue NW - The intersection at 88th Avenue NW provides connections from SR 532 to 271st Street NW to the north and to 267th Street NW and Marine Drive to the south. The intersection has remained at LOS C in 2014 since 2004.
- SR 532/Pioneer Highway - The intersection of SR-532 and Pioneer Highway provides connections from SR-532 north to Conway and its access to I-5. To the south, Pioneer Highway travels southeasterly connecting with the City of Arlington. The intersection operates at LOS C in 2014, the same as reported in 2004.

Table 3: 2014 PM Peak Hour Intersection Levels of Service

Intersection	Control Type[1]	2014 PM Pk Hour LOS[2]	2004 PM Pk Hour LOS[4]
SR 532 & 102nd St	Signal	D	F[3]
SR 532 & 270th St	TWSC	D	
SR 532 & 98th Dr	TWSC	E	D
SR 532 & 92th Ave	Signal	B	A
SR 532 & 88th Ave	Signal	C	C
SR 532 & Pioneer Hwy	Signal	C	C
SR 532 & 72nd Ave	Signal	C	D
SR 532 & 64th Ave NW	TWSC	E	
267th St & 72nd Ave	Signal	A	D[3]
271st St & 102nd St NW	TWSC	B	
270th St & 98th Drive	TWSC	A	
271st St & 270th St NW	TWSC	B	
271st St & 92nd Ave NW	AWSC	B	
271St St & 88th Ave NW	AWSC	B	
271St St & Marine Drive	AWSC	B	
272nd St NW & Pioneer Hwy	TWSC	B	
Pioneer Hwy & Cedarhome Dr	AWSC	B	
Cedarhome Dr NW & Cedarhome Dr	TWSC	B	
276th St & 80th Ave NW	AWSC	A	
272nd St NW & 72nd Ave NW	TWSC	B	
276th St NW & 72nd Ave NW	TWSC	B	
276th St NW & 70th Ave NW	TWSC	B	
Jensen Rd & 68th Ave NW	AWSC	B	
284th St NW & 68th Ave NW	AWSC	B	
Pioneer Hwy & 72nd Ave NW	TWSC	B	
Pioneer Hwy & 267th NW	TWSC	A	
265th St NW & 72nd Ave NW	Signal	A	
102nd St NW & 276th St NW	TWSC	B	
276th St NW & 92nd Ave NW	TWSC	A	
276th St NW & Woodland Rd	TWSC	A	

- SR 532/72nd Avenue NW - 72nd Avenue NW connects to Pioneer Highway to the south and to the City's urban growth areas to the north. The intersection serves Stanwood High School, Twin City Elementary School, Port Susan Middle School, a major commercial development to the south, and several residential neighborhoods to the north. The intersection has improve slightly from at LOS D in 2004 to LOS C in 2014.
- SR 532/64th Avenue NW - The intersection of SR 532 and 64th Avenue NW is at the eastern end of SR 532 and the City's UGA. This intersection is stop-controlled for northbound and southbound movements. The intersection was not evaluated in 2004, but operates at LOS E in 2014.

Traffic Safety

A traffic safety review was conducted for several intersections within the City of Stanwood. Collision records for major roadways were provided by WSDOT for a three year period from 2011 to 2013. Collision records were summarized by intersection, which have the highest concentration of conflict points and where majority of collisions occur.

A review of the historical data from the previous Transportation Element can be useful in identifying historical trends over an extended timeframe. The historical collision data presented in the previous Comprehensive Plan (2012) was limited to annual summaries for the SR 532 corridor within the City limits. Given this limitation, collision data assembled for the current Plan (2011 to 2013) update was compared to historical collision data from the previously Plan (2000 to 2002) where comparative data was available.

Table 4 summarizes intersections within the City of Stanwood with the highest collision rates. Typical indicators to identify locations for further review are defined as follows:

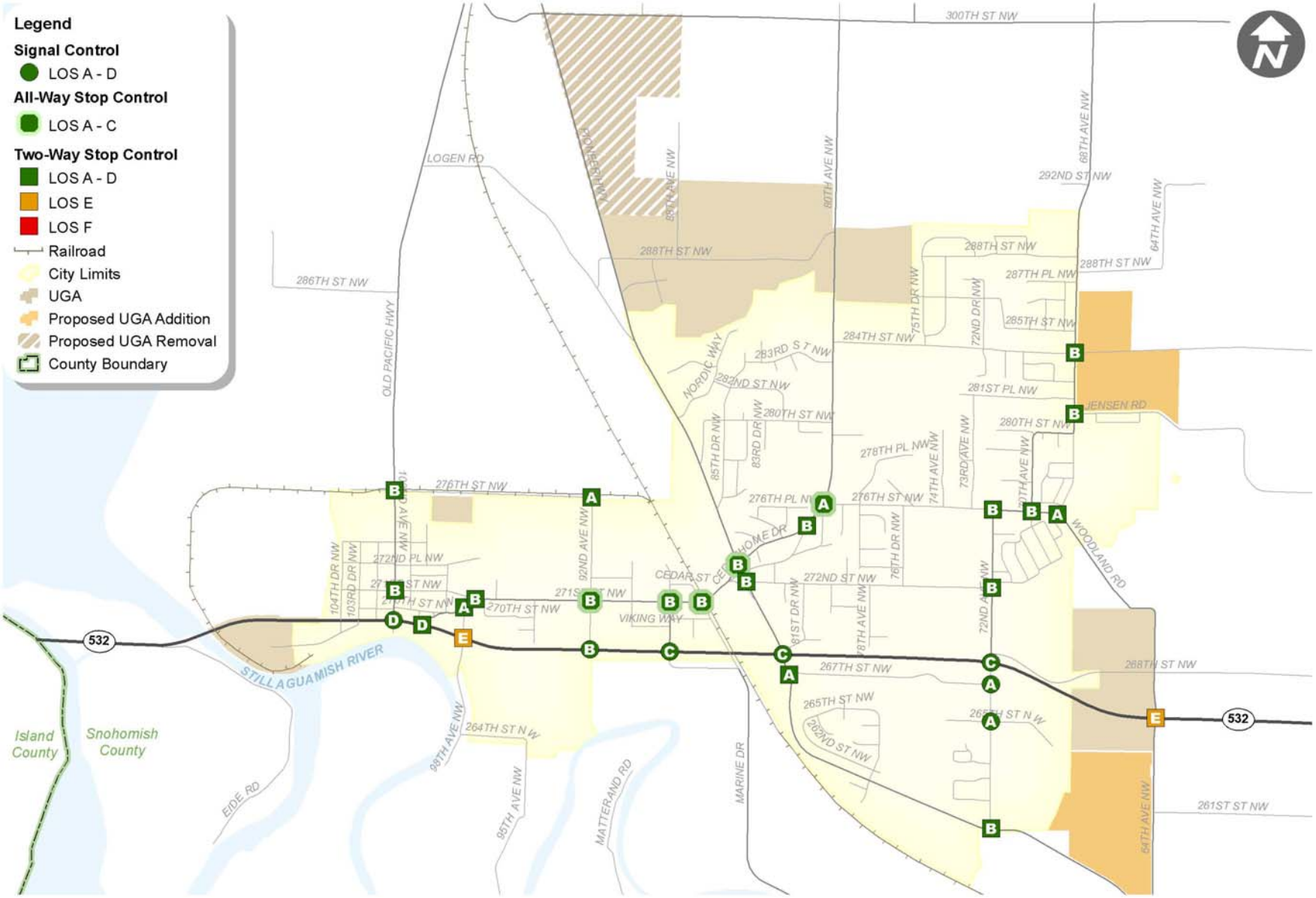

Figure 5 - 2014 PM Peak Hour Intersection Level of Service

- Unsignalized intersection with 5 or more collisions per year
- Signalized intersections with 10 or more collisions per year
- Any intersection with a collision rate greater than one collision per million entering vehicles (MEV).

As shown in **Table 4**, collisions rates from the most recent three years of records available (2011 to 2013) show that no intersections within Stanwood are considered high collision locations. The segment of SR 532 from 64th Avenue NW to Pioneer Highway previously carried the designation of a High Accident Corridor (HAC), which is no longer a definition used by WSDOT. However, intersections within that corridor still have some of the highest number of collisions, including the SR 532 / 72nd Avenue NW intersection which averaged almost eight collisions per year, and 0.97 collisions per MEV.

Comparing collision data from the previous plan (2000 to 2002) to current data (2011 to 2013) shows that many intersections have had reductions in the average number of collisions over time. The SR 532 / 102nd Avenue NW intersection had the largest increase between the two study periods, which could be attributed to the change in intersection control from a two-way stop to a signal. New signals can increase the frequency of some types of collisions, including rear-ends, but may decrease more severe collision types, such as angle collisions.

Table 4: Highest Collision Intersections in Stanwood (2011 - 2013)

Intersection	Control Type	Average Collisions Per Year		Daily Total Entering Vehicles[2]	Collisions per MEV[3]
		2000-2002[1]	2011-2013		
SR 532 & 102nd St	Signalized	1.7	4.0	18,200	0.60
SR 532 & 98th Dr NW	Unsignalized	2.7	3.3	15,400	0.59
SR 532 & 92nd Ave NW	Signalized	-	4.0	18,900	0.58
SR 532 & 88th Ave NW	Signalized	6.7	4.7	19,100	0.67
SR 532 & Pioneer Hwy	Signalized	6.0	3.7	19,100	0.53
SR 532 & 72nd Ave NW	Signalized	9.7	7.7	21,700	0.97
267th St NW & 72nd Ave NW	Signalized	-	3.3	11,400	0.80
276th St NW & 80th Ave NW	Unsignalized	-	0.7	4,100	0.45
Pioneer Highway & Cedarhome Dr NW	Unsignalized	-	1.0	6,300	0.44

Source: Stanwood historical accident records (January 1, 2011 to December 31, 2013), WSDOT
1. Average of the 3-year collision history presented in Table TR-9 in the previous Comprehensive Plan (2012).
2. Estimated by scaling up 2014 PM peak hour traffic volumes to daily volumes
3. Collisions per million entering vehicles = (Average Accidents / Year X 1,000,000) / (daily volume x 365 days)

Freight System

The Washington State Freight and Goods Transportation System (FGTS) is used to classify state highways, county roads, and city streets according to average annual gross truck tonnage they carry as directed by RCW 47.05.021. The FGTS establishes funding eligibility for the Freight Mobility Strategic Investment Board (FMSIB) grants and supports designations of HSS (Highways of Statewide Significance) corridors, pavement upgrades, traffic congestion management, and other state investment decisions.

The FGTS classifies roadways using five freight tonnage classifications, T-1 through T-5. Routes classified as T-1 or T-2 are considered strategic freight corridors and are given priority for receiving FMSIB funding. The classifications are as follows:

- **T-1:** Over 10,000,000 annual gross tonnage (over approximately 800 trucks per day).
- **T-2:** 4,000,000 to 10,000,000 annual gross tonnage (approximately 320 to 800 trucks per day).
- **T-3:** 300,000 to 4,000,000 annual gross tonnage (approximately 24 to 320 trucks per day).
- **T-4:** 100,000 to 300,000 annual gross tonnage (approximately 8 to 24 trucks per day).
- **T-5:** Over 20,000 gross tonnage in a 60 day period.

Within the City of Stanwood urban area the only roadway classifications used are T-3 and T-4. The following roadways are classified as T-3:

- SR 532 (entire length)
- 102nd Ave NW / Old Pacific Highway (north of SR 532)
- Pioneer Highway (entire length)
- 88th Ave NW (south of SR 532)
- Marine Drive (entire length)

These additional roadways which connect to the City are classified as T-4:

- 300th St NW (Old Pacific Hwy to 68th Ave NW)
- 68th Ave NW (City Limits to 300th St NW)

Rail Crossings

Existing rail transportation within Stanwood includes both passenger and freight services via a double-tracked line running through the City. Amtrak passenger trains serving major West coast cities including Portland, Seattle, and Vancouver B.C. stop at the Stanwood Amtrak Station four times each day. Two trains travel through the station between 9 and 10 a.m. and another two trains between 8 and 9 p.m. Amtrak trains served 4,255 passengers during the 2013 fiscal year with service via the Cascades line.

The main rail line is an important international freight line, connecting Pacific coast Ports including the Port of Seattle, and major cities from Canada to Mexico. BNSF operates an average of 15 trains per day in the area but are anticipating future growth in rail operations.

In addition to the mainline traveling through the City, there is a minimally used spur that serves Twin City Foods and the industrial area in southwest Stanwood. This spur rail line, rarely has high volumes of rail traffic, but is periodically used for storing freight train cars west of 102nd Avenue NW.

At-Grade Rail Crossings

Rail lines within the City of Stanwood intersect roadways at two at-grade rail crossings. One at-grade rail crossing is located near the Stanwood Amtrak Station on the mainline between the 271st St NW / Cedarhome Drive intersection and Marine Drive. The other at-grade crossing is along the minimally used spur track at 102nd Avenue NW and 276th Street NW, just north of the City limits.

Delays to passenger vehicles at the at-grade crossing are difficult to predict due to the variability of rail crossing times and rail delays that may occur for extended periods of time. Under existing rail volumes, there are relatively small delays to roadway traffic because trains typically pass through crossing during off-peak hours. Future increases to rail volumes could cause more congestion at these locations as crossings occur during heavy vehicle travel times, particularly at the mainline crossing near the Stanwood Amtrak Station.

Safety for all at-grade rail crossings is of potential concern for all modes in the vicinity of the crossing when the rail line is active. At-grade rail crossings include warning systems and signage to inform drivers of the conflict zone with rail traffic. Highly active crossings include gate arms to stop vehicle traffic, but spur tracks may not include these types of warning devices.

At-grade railroad crossing at Cedarhome Drive.

Non-Motorized Transportation System

The non-motorized transportation system is comprised of facilities that promote mobility without the aid of on-street motorized vehicles. A well-established system encourages healthy recreational activities, reduces travel demand on City roadways, and enhances safety within a livable community. Pedestrian and bicycle facilities also provide access to/from transit stops. Good transit access can increase the use of non-auto travel modes.

Pedestrian Facilities

Every trip begins and ends with a walk. People walk to their cars and drive somewhere where they will walk into a building or facility or they need to walk to the bus stop. The City hopes to connect more destinations with walking paths and encourage walking between trip destinations. The City encourages retail and commercial developers to design new facilities in a pedestrian friendly way. The City of Stanwood will continue to develop pedestrian and bicycle facilities as part of its transportation system improvements and has adopted street standards that provide for a range of facilities including sidewalks, bike lanes, wider roadway shoulders, and multiuse pathways.

Currently, the City of Stanwood maintains 22.5 miles of sidewalk. SR 532 (west City limits to 98th Ave NW) and 271st St NW (west City limits to Marine Drive) are currently the roadways with the most sidewalk in the central business district. Most other roadways throughout the central business district have limited sidewalk availability (i.e. sidewalk on one side, sidewalk only for a block or two at a time, or no sidewalk at all).

As described previously, within parts of the City and its UGA pedestrians must often walk on roadway shoulders, where available. This reduces the attractiveness for pedestrians to walk in the City or its UGA in addition to creating safety hazards.

Stanwood does have several shared-use paths within the City limits. Most notably are the Lindstrom trails, east of Lindstrom Road and south of SR 526, the path near Heritage Park west of 92nd Ave NW, and the path running parallel along a section of Pioneer Highway south of SR 526.

Shared-use path off of 92nd Ave NW near Heritage Park.

Bicycle Facilities

Bicycling is an important and growing mode of travel for people in the region, with bicycle trips representing 1.8% of non-regional growth center home-based work trips by 2040. When appropriately planned, bicycle routes have a role in reducing congestion, improving air quality, providing travel choices, encouraging exercise and recreation, and providing greater mobility for those without access to a vehicle. The City encourages the use of bicycles; endeavors to coordinate linkages between off-road and on-road bicycle facilities; considers impacts on bicycles when designing and engineering roadways; and emphasizes continuous bicycle linkages to existing facilities. The City is interested in incorporating adjacent bicycle lanes or other design treatments, as appropriate, into roadway construction projects whenever the right-of-way is sufficient and funding can be secured. Bicycle travel through traffic circles will need to be addressed as individual projects are designed and implemented.

While no formal bicycle facilities exist within the City, according to the Snohomish County Area Bicycling and Trial Map published by Community Transit, there are multiple bicycle corridors within the City of Stanwood. Community Transit identifies two types of bicycle facilities; routes with shoulders or dedicated bike lane and routes with no shoulder. Within Stanwood, there are no routes with shoulders or dedicated bike lanes, but the following roadways are classified as bike routes with no shoulder:

- SR 532 (west of Stanwood to 270th St NW) and (92nd Ave NW to 88th Ave NW, continues south on Marine Dr)
- 271st St NW / Cedarhome Dr / 80th Ave NW (SR 532 to 284th St)
- 102nd Ave / Old Pacific Hwy (272nd Pl NW to north of City limits)
- 92nd Ave NW (SR 532 to 276th St)
- 276th St (102nd Ave NW to 92nd Ave NW)
- Pioneer Highway (throughout City)
- 284th St (80th Ave to east of City limits)
- 267th/ 268th St NW (Pioneer Highway to east of city limits)

Additional bike routes connecting to the City but not under City jurisdiction are 300th St NW (east of Pioneer Hwy) and Marine Dr (south of the City Limits). These existing bicycle routes are shown in **Figure 6**.

Transit and Transportation Demand Management

Community Transit (CT) operates three routes in and through the City of Stanwood while Island Transit operates another four routes serving Stanwood. Each route provides a vastly different service area. Some routes provide direct trips from Stanwood to Camano Island, while others provide long distance trips all the way to downtown Seattle. **Table 5** summarizes service characteristics of the individual routes. It provides the average weekday ridership for 2014, when available. **Figure 7** shows the fixed routes throughout the City along with the existing park and ride facilities.

Route 240 serves Stanwood along 271st St NW and departs south via Marine Drive toward Lakewood. Service is provided hourly in the AM and PM peaks with select service mid-day. Route 247 provides service along SR 532, Pioneer Highway and 72nd Ave NW from downtown toward Boeing in Everett. Service is

Community Transit bus stops along 276th Street NW.

provided twice in the morning (to Everett), and twice in the evening (to Stanwood). Route 422 provides service along SR 532, Pioneer Highway and 72nd Ave NW from downtown toward downtown Seattle via I-5. Service is provided twice in the morning (to Seattle) and twice in the evening (to Stanwood). Island Transit routes 3C and 4C provides hourly service between Camano Plaza and Stanwood via SR 532. Route 411C provides hourly service from Camano Island to Mount Vernon with three stops in Stanwood. Finally, Route 412C provides hourly service during the AM and PM peaks from Camano Island to Everett with two stops in Stanwood.

The success of the public transportation system is dependent on integrating key elements that comprise the overall plan. Integration of the transit system with street improvements, bicycle facilities, and pedestrian facilities is critical to transit's success.

Park-and-Ride & Park-and-Pool Lots

Park-and-Ride are important facilities for transit riders as they provide a location to leave personal vehicles parked for extended periods of time. This extends the range of the transit network as drivers can reach transit service via carpools or SOV trips during commutes. As shown in **Figure 7**, the Stanwood area is served by one park-and-pool lot within City limits, and another two park-and-ride lots outside City limits. The park-and-pool lot inside the City is located at 90th Avenue NW and Viking Way and has 38 parking stalls which serve both Community Transit and Island Transit Routes.

Outside the City, a park and ride is located on 267th Street SW and 88th Avenue NW and has 74 parking stalls which serve both Community Transit and Island Transit Routes. A 2012 Park-and-Ride survey found this facility is at 28 percent capacity. Additionally, this facility may not be available during significant flood events. A second park-and-ride located outside the City limits is on the southwest corner of I-5 and SR 532. While this lot is located 3.5 miles east of the City, it provides commuters with the ability to use both the Island Transit and Community Transit routes traveling south on I-5 to destinations such as Everett and Seattle. This lot has approximately 75 parking spaces. A 2012 Park-and-Ride survey found this facility is generally at 95 percent capacity or greater. This facility also has bicycle lockers.

Table 5. Transit Service Routes (2014)

Route Number	Route Description	Weekday Service	Weekend Service	Average Boardings per Revenue Hour[2]
Community Transit				
240	Fixed route travelling between Stanwood and Lakewood	Yes	Saturday Only	6.1
247	Fixed route travelling between Stanwood and Boeing Everett	Yes	None	33.2
422	Fixed Route travelling between Stanwood and Downtown Seattle	AM and PM Peak Only	None	27.5
Island Transit				
3C	Fixed route travelling along SR 532 between Stanwood and Camano Island	Yes	No	X
4C	Direct route travelling along SR 532 between Stanwood and Camano Island	AM and PM Peak Only	No	X
411C	Fixed route travelling between Stanwood and Mt Vernon	Yes	Saturday	X
412C[1]	Flex route travelling between Camano Island and Everett via Stanwood	Yes	No	X

1. Service is scheduled to end in June, 2014.
2. Data provided by Community Transit 2035 Update.

Vanpool Program

Community Transit operates a vanpool program serving commuter groups with an origin or destination in Snohomish County. The program offers support to form and operate vanpool groups. The program provides vehicles, driver orientation, vehicle maintenance, and assistance in forming vanpool groups for daily commuters. There are currently 11 vanpools registered on the Community Transit vanpool webpage that originate in Stanwood and travel to other large cities such as Seattle, Bothell, Everett, and Redmond.

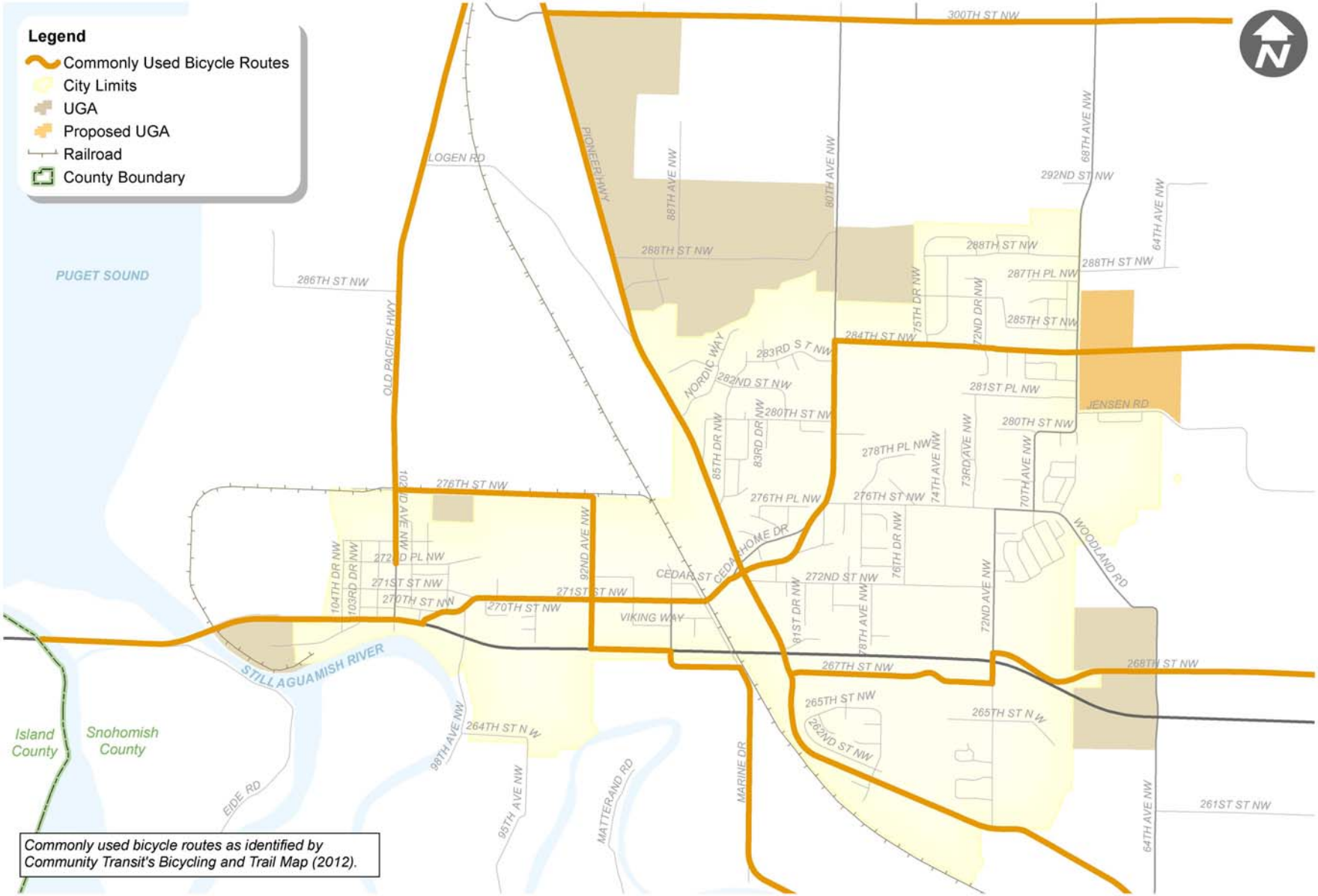

Figure 6 - Existing Bike Network

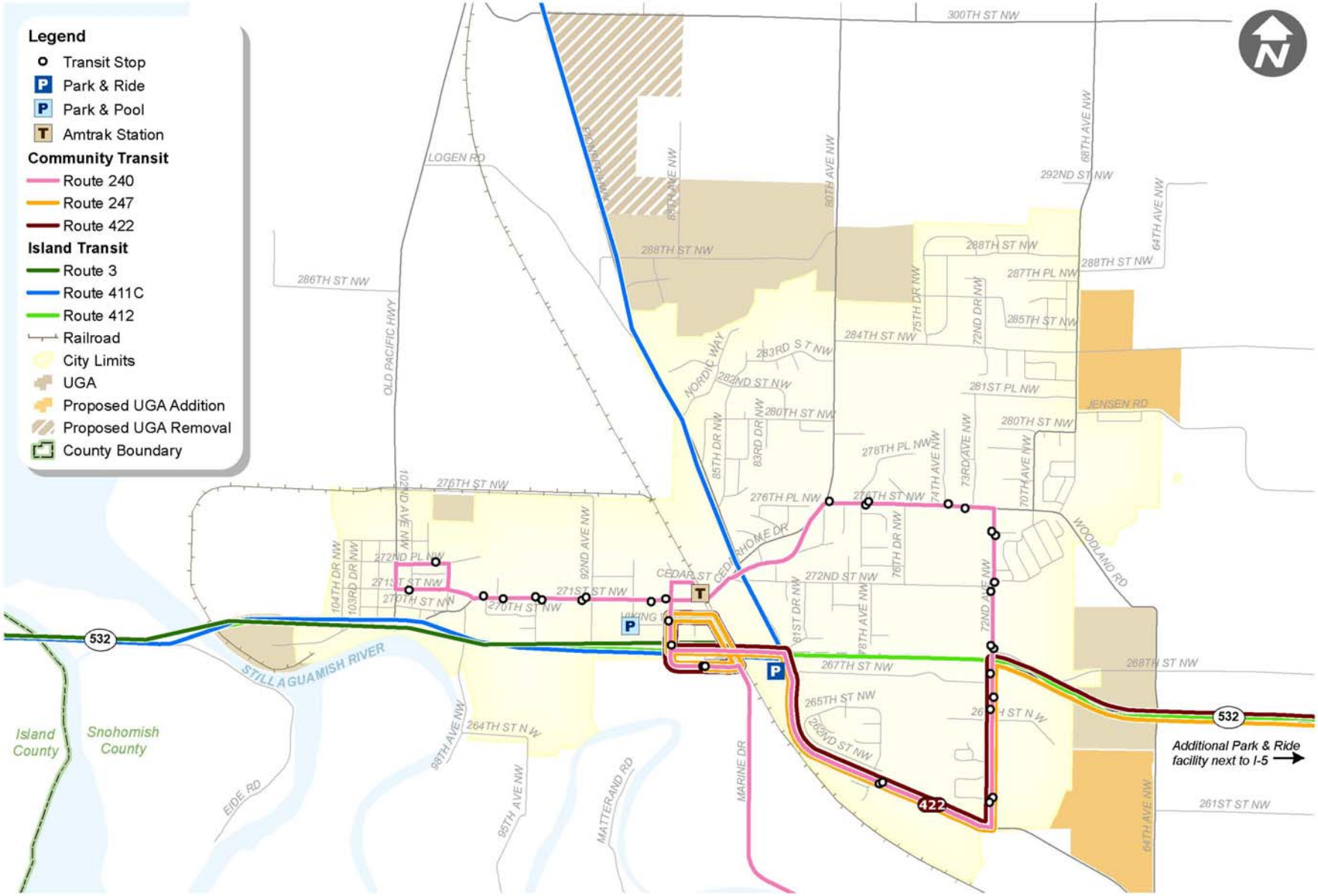

Figure 7 - Existing Transit Routes and Park-and-Ride Facilities

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C. Travel Forecasts Evaluation

In addition to addressing existing transportation system issues, the City must develop its transportation system to accommodate forecast growth. The GMA requires that the transportation planning horizon be at least ten years in the future. For the 2014 update, the City decided that a longer-range horizon should be used and selected 2035 as the forecast year for the Transportation Element. The longer-range horizon year allows the City to better plan for and size transportation facilities that will be needed as the City grows. The transportation improvement projects are grouped into short (current year to 2020) and long-range (2020 to 2035) time frames to help guide implementation and funding of the plan improvements and programs.

Existing and future land use allocations are based on the Snohomish County Buildable Lands Report (2012) as well as PSRC's forecasted land use allocations to Census Tracts. The Buildable Lands Report documented existing land use and identified land areas to adequately accommodate future growth in employment and households within a 20 year horizon. The majority of the growth in the Buildable Lands Report was assumed within or near the City's urban areas. The PSRC forecasted land use designations at the Census Tract level are used as control totals, and most differences between land use data sets were allocated to the surrounding county areas. Both the existing and future data sets were allocated to Transportation Analysis Zones (TAZs) for use in the City's travel forecasting model.

The City's travel forecasting model was built to support the City's transportation planning efforts. The travel demand model provides a tool for forecasting long-range traffic volumes based on the projected growth in households and employment. The model is useful in evaluating transportation system alternatives. However, it must be noted that the employment and housing ratios and specific land use forecasts included in the model are intended for planning purposes only and in no way are intended to restrict or to require specific land use actions. The land use assumptions are based on zoning present at the time the model was created.

Land Use Forecasts

Travel forecasts are largely derived based on changes in households and employment within the study area. Travel forecasts must incorporate growth in travel demand entering and exiting the greater Stanwood area. More detailed assumptions for land use growth within the county and "external" traffic growth are available in the *City of Stanwood Travel Demand Model Documentation*, Transpo Group, 2014. **Table 6** and **Figure 8** summarize 2014 and 2035 total number of

Table 6: Existing and Future Land Use

District[1]	Employees				Households			
	2014	2035	% Growth	% Growth All Districts	2014	2035	% Growth	% Growth All Districts
1	1,866	3,270	75%	59%	309	431	39%	7%
2	29	266	817%	10%	460	855	86%	23%
3	51	493	867%	19%	1,186	2,041	72%	49%
4	873	1,168	34%	12%	495	876	77%	22%
Total	2819	5,197	84%	100%	2,450	4,203	72%	100%

1. See Figure 8 for district areas.

households and employees with the City of Stanwood and its Urban Growth Area (UGA).

Household Growth

Table 6 and **Figure 8** shows the projected household growth in Stanwood, which is forecast to grow by approximately 1,700 households (or 72 percent). From an annual basis, growth in the City and its UGA is forecast to average 2.6 percent per year.

As shown in **Figure 8**, the bulk of housing growth (nearly 93 percent of all housing growth) will be in the eastern portion of the City (east of Pioneer Highway), with the majority allocated to District 3. Districts 2 and 4 equally share the remaining growth east of Pioneer Highway. In District 1 (the main downtown area, west of Pioneer Highway) residential growth will be limited because of the focus on employment-based land uses for this area.

Employment Growth

Table 6 and **Figure 8** also summarize the forecasted growth in employment used in developing the 2035 travel forecasts. The number of jobs in Stanwood and its UGA is forecast to increase by 84 percent (approximately 2,400 employees) – from approximately 2,800 employees in 2014 to nearly 5,200 employees in 2035. The bulk of the employment growth (nearly 59 percent of all employment growth) will occur in the downtown area (District 1). The rest of the growth is spread out among the other three districts, each accommodating between roughly 200 and 450 new employees.

Businesses along SR 532 in Stanwood.

2035 Baseline Evaluation

The travel forecasting model was used to convert the existing (2014) and forecast (2035) land use data into vehicle travel demand growth on City roadways. This growth, combined with 2014 traffic counts, was used to forecast 2035 traffic volumes and travel patterns. A comparison of 2014 and 2035 traffic volumes is shown in **Figure 9**.

The 2035 Baseline forecast model was set up with the assumption that only currently committed transportation improvement projects would be constructed by 2035. This scenario provides a baseline for identifying future traffic operations deficiencies, which were then used to establish a framework for the Transportation Systems Plan. The resulting 2035 baseline PM peak hour intersection levels of service are shown in **Figure 10**.

2035 Baseline Improvements & Capacity Issues

The 2035 Baseline model was developed based on capacity improvement projects identified in City of Stanwood plans and project lists. No applicable projects were noted in WSDOT and Snohomish County plans and project lists. For the 2035 Baseline model, the baseline scenario included the following City projects:

- Construction of new frontage road (Viking Way) along SR 532 (88th Avenue NW to 92nd Avenue NW) – Anticipated completion in 2018.
- Construction of new frontage road (intersecting Viking Way from 271st Street NW to SR 532) – Anticipated completion in 2018.
- Traffic circle along Cedarhome Drive NW at the intersections with Cedarhome Drive (west of Pioneer Highway), Cedarhome Drive (east of Pioneer Highway), and 276th Street NW.

The results of the 2035 Baseline model and intersection operations analysis showed that the majority of traffic continues to travel along SR 532, mostly through the City between Camano Island and I-5. There is some increase in traffic volumes expected in the main Downtown area along 271st Street NW, consistent with the projected employment growth. There is an expected increase in traffic along Cedarhome Drive/80th Avenue NW, 72nd Avenue NW, and 276th Street NW that is mostly driven by residential growth in the eastern portion of the City.

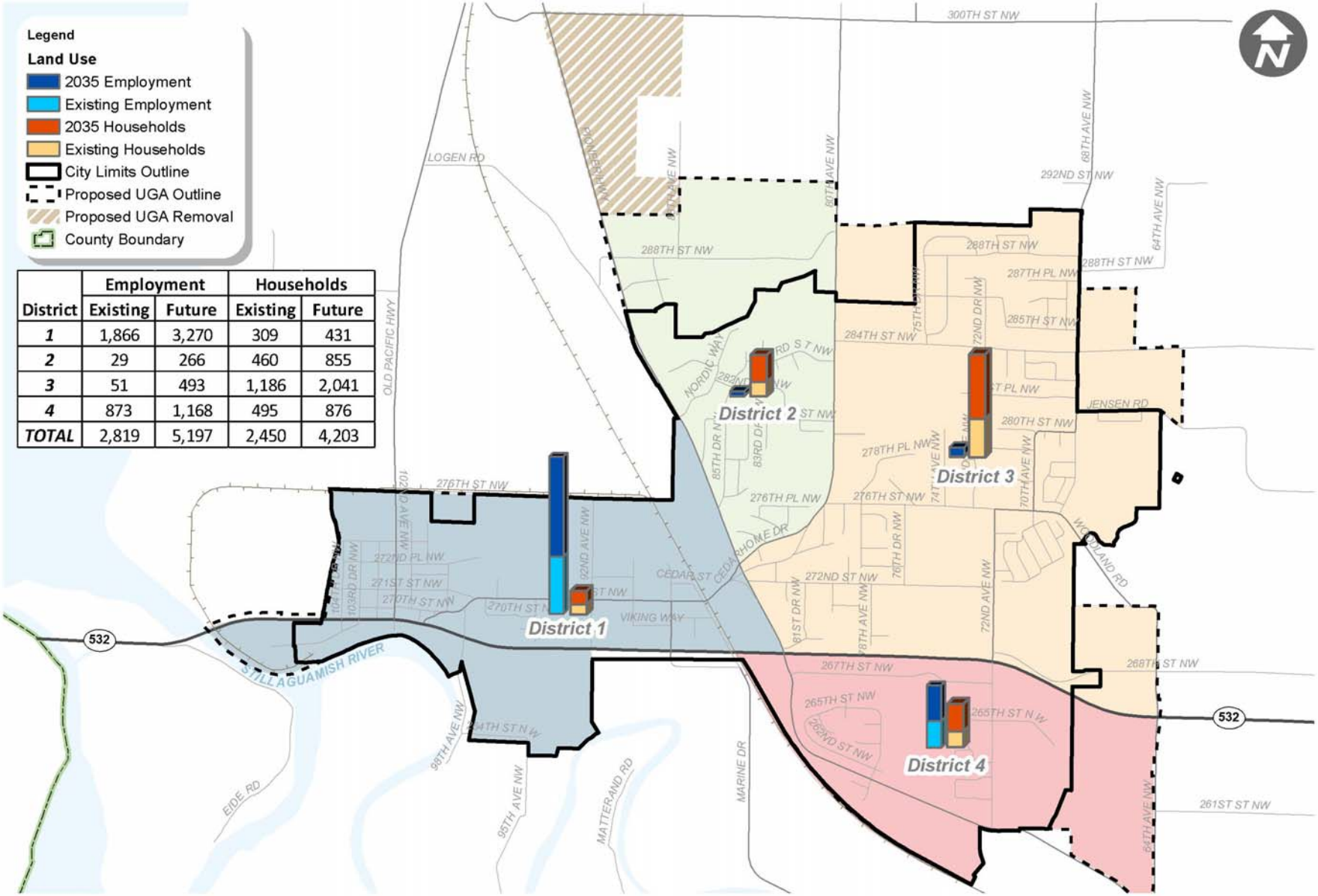
The following list highlights areas within the City and UGA with capacity concerns.

- **SR 532 at the intersection of 270th Street NW** – This intersection operates near capacity under existing conditions and with the added traffic volumes along SR 532 the intersection operates below standard by 2035. The intersection is stop -controlled on 270th Street NW and the traffic attempting to turn onto SR 532 is experiencing heavy delays due to limited breaks in through traffic along the highway. As the minor leg experiences more delay it may back up into the downtown area, causing additional delays at adjacent intersections.
- **SR 532 at the intersection of 98th Drive NW** – Under existing conditions this intersection

operates near capacity and with the added traffic volumes along SR 532 the intersection operates below standard by 2035. This intersection is stop-controlled on the minor legs (north and south) and the traffic both turning onto and crossing SR 532 is experiencing heavy delays due to limited breaks in through traffic along the highway. While both minor legs experience high delays, the south leg has slightly more volume and thus experiences slightly more approach delay. Similar to traffic along 270th Street NW, as the northern leg experiences more delay it may back up into the downtown area, causing additional delays at adjacent intersections.

- **SR 532 at the intersection of 64th Avenue NW** – Similar to the previous two intersections, this intersection operates near capacity under existing conditions and with the additional traffic volumes along SR 532 the intersection operates below standard by 2035. The stop-controlled north and south legs both experience heavy delays, with the northern leg experiencing more due to slightly higher volumes. While 64th Avenue NW isn't in the downtown area, there is both residential and employment growth planned in areas near this intersection. Delays at this intersection may generate backups in the surrounding area, potentially blocking driveways and adjacent intersections.

These capacity concerns are addressed in the transportation project and program improvements as described in the following chapter.



District	Employment		Households	
	Existing	Future	Existing	Future
1	1,866	3,270	309	431
2	29	266	460	855
3	51	493	1,186	2,041
4	873	1,168	495	876
TOTAL	2,819	5,197	2,450	4,203

Figure 8 - Existing & Future Land Use by District

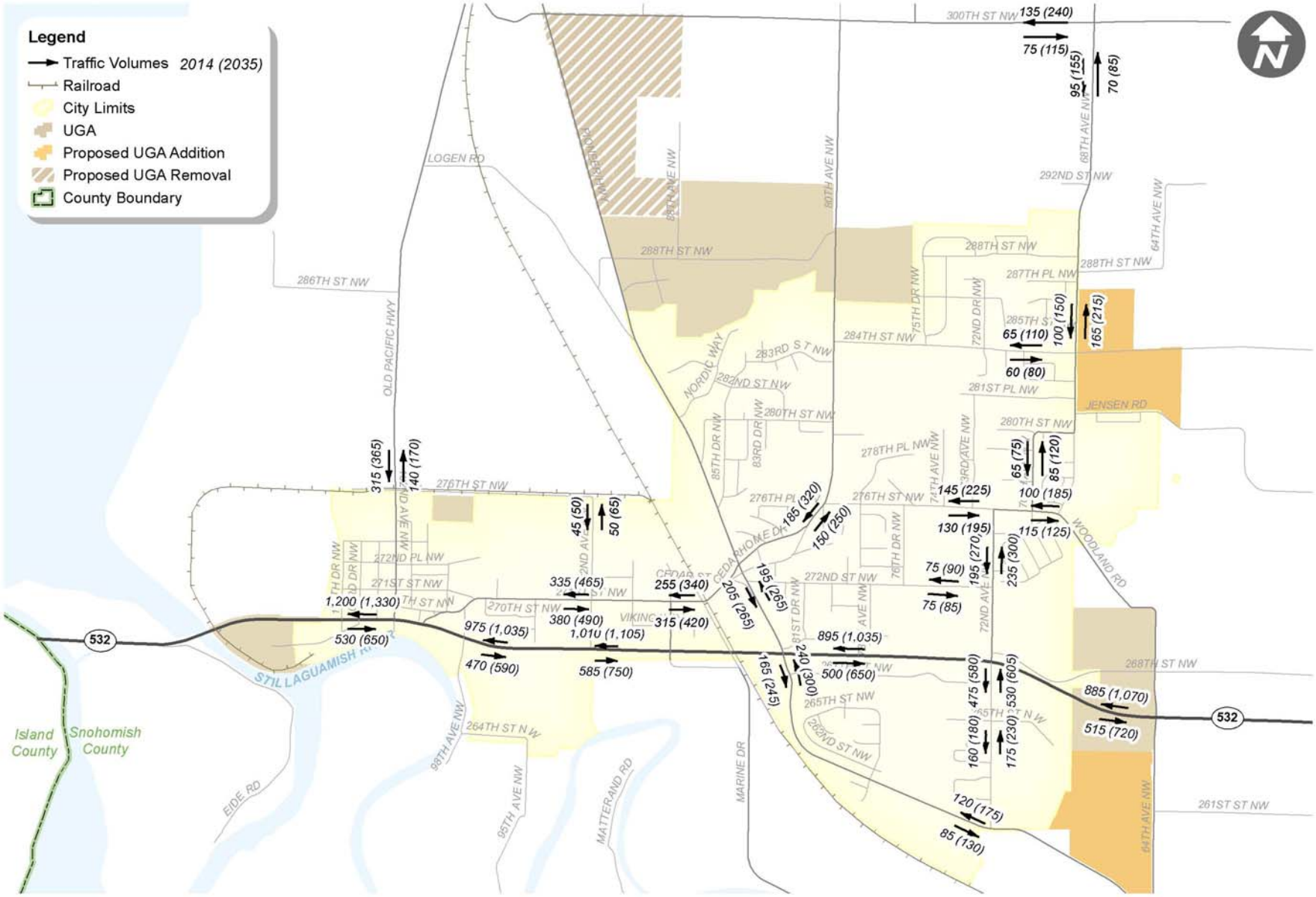


Figure 9 - 2014 & 2035 PM Peak Hour Traffic Volumes

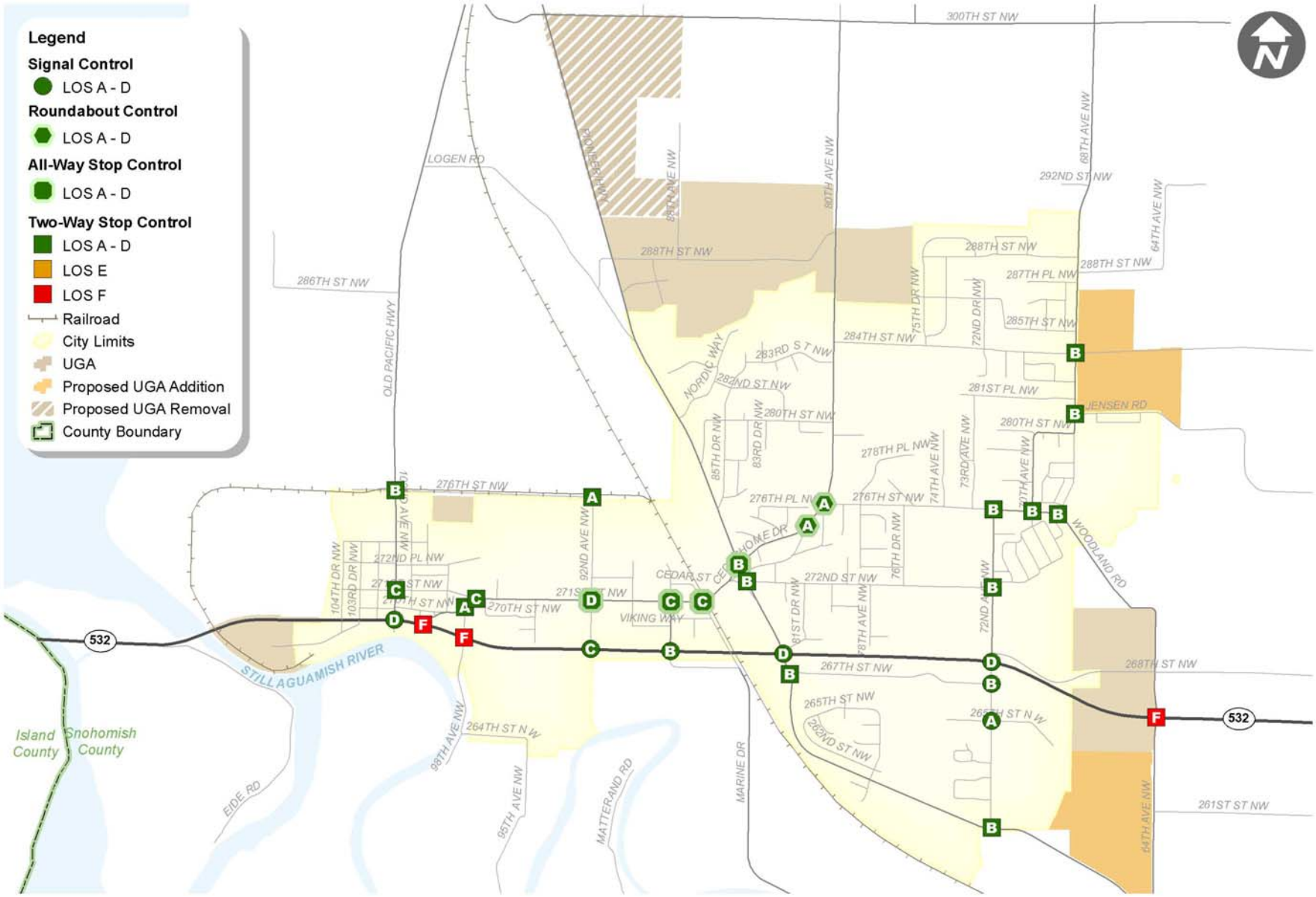


Figure 10 - 2035 Baseline PM Peak Hour Intersection Level of Service

D. Transportation Systems Plan

The transportation system improvement recommendations provide a long-range strategy for the City of Stanwood to address current and forecast transportation issues and needs. Transportation system improvements are required to safely and more efficiently accommodate the projected growth in population and employment within the City and its UGA. The recommended improvements are based upon analyses of the existing transportation system, forecasts of future travel demands, anticipated availability of funding resources, and the desire of the community to create an efficient transportation system that puts a priority on community livability.

Streets and state highways are the core of the transportation system serving the City of Stanwood and surrounding communities. These facilities provide for the overall movement of people and goods, for a wide range of travel modes. Streets and highways serve automobile trips, trucks, transit, vanpools, carpools, and the bicycle and pedestrian travel. Therefore, the streets and highways establish the framework for the overall transportation system for the City.

Roadway Functional Classification

Functional classification is a way to group highways, roads, and streets that comprise the transportation system. The functional classification of a roadway depends on types of trips that occur on it, the basic purpose for which it was designed, and the relative level of traffic it carries. Higher classifications (e.g., freeways, principal arterials) provide a high degree of mobility with higher traffic volumes, generally at higher speeds, and should have limited access to adjacent land uses. Lower classifications (e.g., local access streets) provide access to adjacent land and are not intended to serve through traffic, carrying lower volumes at lower speeds. Collectors balance the function between mobility and access.

Based on state law, cities and counties are required to adopt a roadway functional classification system that is consistent with State and Federal guidelines. In Washington, these requirements are codified in RCW 35.78.010 and RCW 47.26.090. Each local jurisdiction is responsible for defining its transportation system into at a minimum, three functional classifications: principal arterial, minor arterial, and collector. All other roadways are assumed to be local streets. The core of the street and highways system includes arterials and collectors.

In Stanwood, the roadway functional classification system is based on the Federal Functional Classification as defined by the Federal Highway Administration (FHWA). This classification system defines the role of travel through a network of roadways, rather than focusing on individual roadways. Changes to the Federal Functional Classification may be requested through the Washington State Department of Transportation (WSDOT), with review and approval by the FHWA. The functional classification system has three broad categories of roadways that are further divided into urban and rural classifications as described in **Table 7**. The City of Stanwood has an urban designation while areas outside City limits are designated as rural.

In addition to the roadway classifications described in **Table 7**, the roadway network includes local streets. These roadways are intended for use within commercial, single-family, and multi-family subdivisions to provide direct access to abutting lots, and to collect traffic from cul-de-sacs. Restrictions may be placed on entry and exit locations for traffic safety relative to intersections. Traffic volumes are typically very low for compatibility with abutting land uses, to accommodate turning movements and significant amounts of pedestrian activity, while providing minimal disturbance to the tranquility of the residential environment. Local streets are not designed to accommodate transit service. All roadways that have not been designated as an arterial or collector roadway are considered to be local access streets.

Table 7. Roadway Functional Classification

Classification	Descriptions
Minor Arterial	*Urban Minor Arterials* are roadways that connect with and augment regional arterials. These roadways extend into urban areas and serve trips of moderate length, while distributing traffic to smaller geographic areas than regional arterials. Urban Minor Arterials may also carry local bus routes.
Major Collector	*Urban Major Collectors* provide easy movement within urban areas. They may connect two or more neighborhoods or commercial areas while also providing a high degree of property access within a localized area. In effect, these roadways "collect" traffic from local neighborhoods and distribute it to higher classification roadways.
Minor Collector	*Urban Minor Collectors* serve lower density residential and commercial areas. These roadways may enter neighborhoods for short distances and distribute trips between local streets and higher-order roadways. These roadways include lower speeds and fewer signalized intersections.

Source: *Highway Functional Classification Concepts, Criteria and Procedures*, 2013 Edition. Federal Highway Administration (FHWA). Available at http://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/fcauab.pdf.

Example of an Urban Major Collector: 102nd Avenue NW.

The general hierarchy of functional classification is based on the relationship between the function of the roadway and the surrounding land uses and the relationship between mobility and access. For example, commercial developments will generally desire to locate along arterials or collectors due to higher traffic volumes and visibility. Likewise, it is desirable to have parks, schools, and residential homes located along collector or local streets due to lower traffic volumes and a high degree of access. **Figure 11** shows the functional classification for streets within the City and designated UGA. The figure shows how the City's arterial classifications connect with and support the transportation system. The functional classification also reflects the analysis of the longer-range needs to serve growth through 2035.

Connector Roads

Building on the roadway functional classification system, the City recognizes the need to plan for future connector roadways. The connector roads are needed to facilitate property access, circulation, and connectivity of the roadway system as development occurs. Connector roads are needed to fill gaps in the existing system as well as serve the growth projected for the City. A complete system of connector roads will help disperse traffic, which will minimize impacts within individual neighborhoods. This will reduce the number of access roads and driveways intersecting with arterials, which will help maintain capacity and safety of the system.

Figure 12 shows the general locations of planned connector roads. Specific alignments have not been identified for the planned connector roads. In general, the connector roadways would be constructed to current design standards including sidewalks and illumination. The alignments will be defined as part of future subarea studies or required as a condition of development for projects on adjacent properties. Some of the planned connector roads also may be classified as arterials in the future, depending on specific design and access requirements at the time of development.

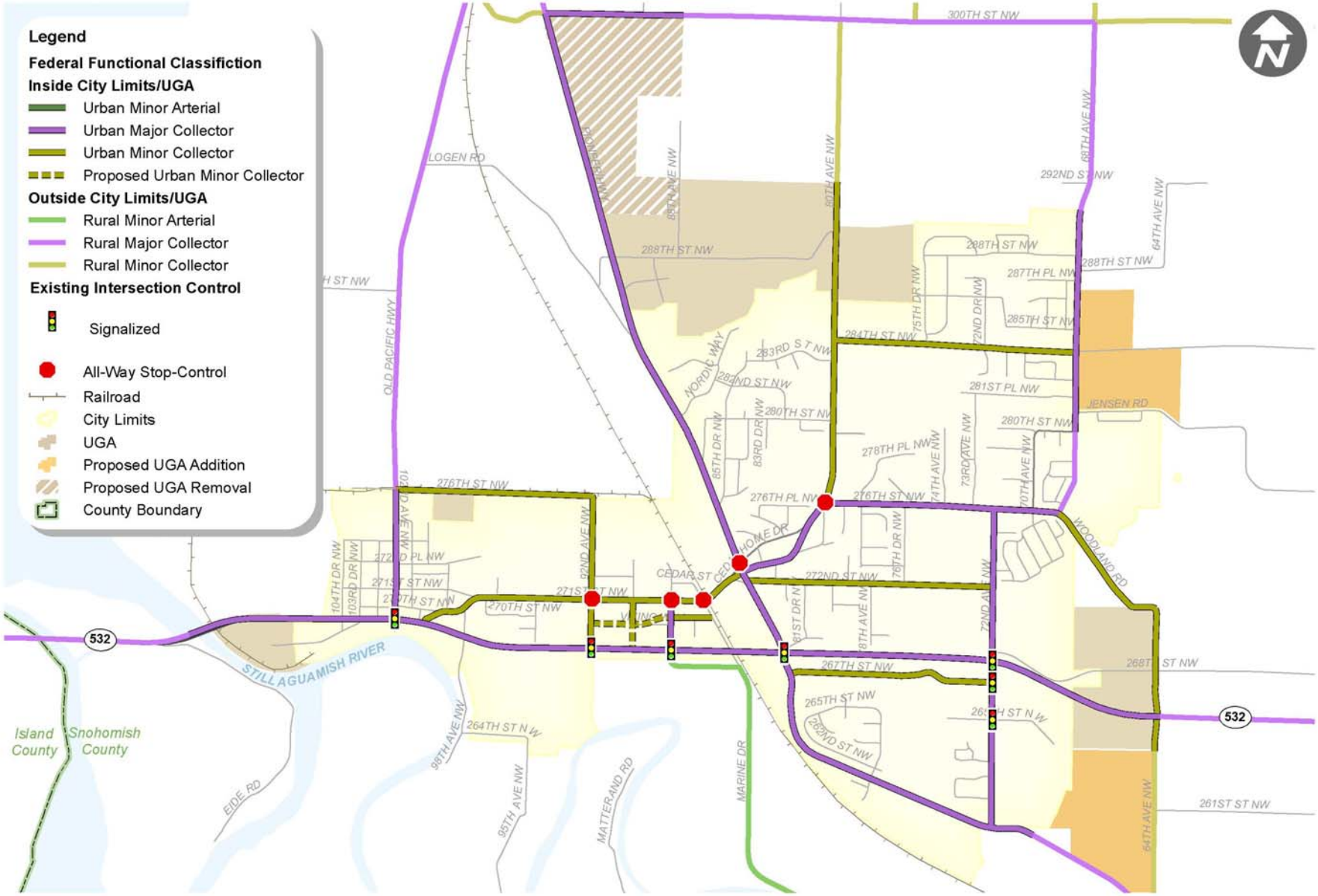


Figure 11 - Roadway Federal Functional Classification

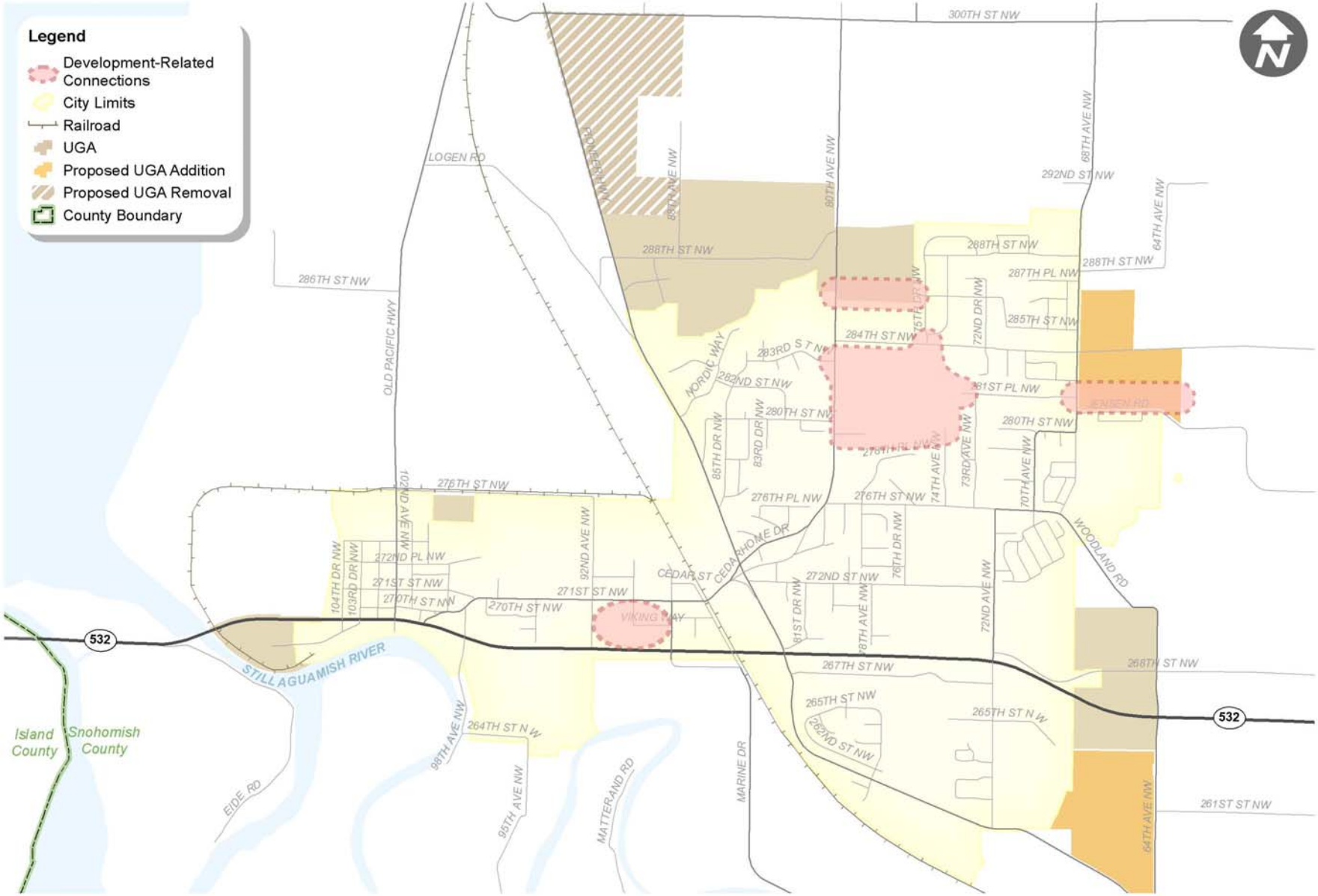


Figure 12 - Planned Connections

Transportation Projects & Programs

Based on an evaluation of existing and forecast traffic volumes, traffic operations, safety, and circulation needs, a recommended list of transportation improvement projects and programs are identified. The project list is organized into the following categories:

- **Roadway Network** improvements include projects that benefit all modes and are further sub-divided into the following categories:
  - **Intersection / Operations** projects include upgrading intersections through the addition of traffic circles, added turn lanes, or modifications to traffic controls. Where applicable, improvements may also include upgrading of traffic signals and implementation of Intelligent Transportation Systems (ITS).
  - **Widening / Reconstruction** projects include widening existing corridors to add travel lanes and turn lanes to add capacity. Includes reconstruction and upgrading roadways to serve higher traffic volumes and non-motorized travel.
  - **New Roadways** projects include constructing new arterials or collector roads, including non-motorized facilities.
- **Pedestrian Network** improvements add sidewalks to roadways or construct multiuse pathways for pedestrians to complete gaps in the existing pedestrian network.
- **Bicycle Network** improvements expand route options for bicyclists through a range of project types that may include shoulder widenings, installation of shared lane markings that indicate where cyclists should ride on the road, or construction on new on-street bicycle lanes.
- **Other Agency** improvements include projects developed by other agencies that impact the City's transportation system.
- **Citywide Programs** include annual transportation programs within the City of Stanwood.

Figure 13 and **Table 8** identify each of the projects and their locations. **Table 8** provides a brief description of each project including the project limits. The table identifies projects that are currently part of the City's 6 -year Transportation Improvement Program (TIP). This highlights the projects that are currently identified for planning, design, or construction. A project identification number is provided for each project that is referenced in **Figure 13.**

Planning level cost estimates in 2014 dollars were developed for each project and are included in **Table 8**. Cost estimates were prepared based on typical per unit costs, functional classification, and level of improvement.

A relative priority (high, medium, and low) was established for each project. The priority reflects the relative need for the projects to enhance the City of Stanwood and its UGA transportation system and provides guidance in implementing the respective improvements. The priority list will be amended throughout the planning period, based on achieved growth, funding, and project cost.

Table 8. Transportation Improvement Projects and Programs

Type	Project ID	Project Name	Total Cost Estimate	TIF Eligible?	TIF Eligible Percent [1]	TIF Eligible Cost	Potential Grant Percent [2]	Potential Grants	General City Transportation Funds Percent	General City Transportation Funds Cost	Relative Priority	Time Frame
Intersection / Operations	I-1	**Viking Way / 90th Avenue NW** *Intersection*	$ 970,000	Partial	75%	$727,500	0%	$0	25%	$242,500	High	Short
Intersection / Operations	I-2	**SR 532 / 64th Ave N** *Intersection*	$ 1,160,000	Partial	50%	$580,000	0%	$0	50%	$580,000	Medium	Mid
Intersection / Operations	I-3	**272nd Street NW / 72nd Ave N (Lindstrom Road)** *Intersection*	$ 360,000	No	0%	$0	0%	$0	100%	$360,000	High	Short
Intersection / Operations	I-4	**SR 532 / 270th Street NW** *Intersection*	$ 110,000	Partial	50%	$55,000	0%	$0	50%	$55,000	Medium	Mid
Intersection / Operations	I-5	**SR 532 / 98th Drive NW** *Intersection*	$ 1,400,000	Partial	50%	$700,000	0%	$0	50%	$700,000	Medium	Mid
Widening / Reconstruction	R-1	**72nd Avenue NW Improvements** *268th Street NW to 276th Street NW*	$ 5,280,000	Partial	30%	$1,584,000	50%	$2,640,000	20%	$1,056,000	High	Short
Widening / Reconstruction	R-2	**80th Avenue NW Improvements** *276th Street NW to 288th Street NW*	$ 7,030,000	Partial	30%	$2,109,000	50%	$3,515,000	20%	$1,406,000	High	Short
Widening / Reconstruction	R-3	**68th Avenue Reconstruction** *280th Street to 288th Street*	$ 4,300,000	Partial	30%	$1,290,000	50%	$2,150,000	20%	$860,000	High	Short
Widening / Reconstruction	R-4	**272nd Street NW Reconstruction** *72nd Avenue NW to Pioneer Highway*	$ 8,820,000	Partial	30%	$2,646,000	50%	$4,410,000	20%	$1,764,000	High	Short
Widening / Reconstruction	R-5	**101st Avenue NW Reconstruction** *270th Street NW to 274th Place NW*	$ 2,640,000	Partial	30%	$792,000	0%	$0	70%	$1,848,000	Medium	Short
Widening / Reconstruction	R-6	**270th Street NW Reconstruction** *102nd Avenue NW to Camano Street*	$ 12,360,000	Partial	30%	$3,708,000	50%	$6,180,000	20%	$2,472,000	Medium	Short
Widening / Reconstruction	R-7	**284th Street NW Improvements** *68th Avenue NW to 80th Avenue NW*	$ 6,220,000	Partial	30%	$1,866,000	50%	$3,110,000	20%	$1,244,000	Medium	Short
Widening / Reconstruction	R-8	**102nd Avenue NW Overlay** *SR 532 to 276th Street NW*	$ 310,000	Partial	30%	$93,000	0%	$0	70%	$217,000	Medium	Short
Widening / Reconstruction	R-9	**98th Drive NW Reconstruction** *268th Street NW to 271st Street NW*	$ 1,920,000	Partial	30%	$576,000	0%	$0	70%	$1,344,000	Low	Long
Widening / Reconstruction	R-10	**SR 532 Flood Berm** *Marine Drive and 92nd Avenue NW*	$ 2,700,000	No	0%	$0	50%	$1,350,000	50%	$1,350,000	High	Short
Widening / Reconstruction	R-11	**Pioneer Highway Slide** *REET 1*	$ 50,000	No	0%	$0	0%	$0	100%	$50,000	Low	Short
Widening / Reconstruction	R-12	**Cedarhome Drive Improvements** *Triangle Drive to 276th Street NW*	$ 250,000	Partial	30%	$75,000	30%	$75,000	40%	$100,000	Low	Mid
Widening / Reconstruction	R-13	**288th Street NW Reconstruction** *80th Avenue NW to Pioneer Highway*	$ 7,250,000	Partial	30%	$2,175,000	0%	$0	70%	$5,075,000	Low	Mid
Widening / Reconstruction	R-14	**64th Avenue NW / Woodland Road** *SR 532 to 68th Ave NW*	$ 7,250,000	Partial	30%	$2,175,000	0%	$0	70%	$5,075,000	Low	Mid
Widening / Reconstruction	R-15	**64th Avenue** *SR 532 to Pioneer Hwy*	$ 5,720,000	Partial	30%	$1,716,000	0%	$0	70%	$4,004,000	Low	Long

Type	Project ID	Project Name	Total Cost Estimate	TIF Eligible?	TIF Eligible Percent [1]	TIF Eligible Cost	Potential Grant Percent [2]	Potential Grants	General City Transportation Funds Percent	General City Transportation Funds Cost	Relative Priority	Time Frame
New Roadway	N-1	**Viking Way** *88th Avenue NW to 92nd Avenue NW*	$ 5,580,000	Partial	50%	$2,790,000	50%	$2,790,000	0%	$0	High	Short
New Roadway	N-2	**90th Avenue NW** *SR 532 to 271st Street NW*	$ 5,410,000	Partial	50%	$2,705,000	50%	$2,705,000	0%	$0	High	Short
New Roadway	N-3	**Downtown to East Residential Connectors**	$ 80,000	Yes	100%	$80,000	0%	$0	0%	$0	Medium	Short
Pedestrian Network	P-1	**Camano Street** *SR 532 to 271st Street NW*	$ 380,000	Partial	10%	$38,000	0%	$0	90%	$342,000	High	Mid
Pedestrian Network	P-2	**276th Street NW** *76th Drive NW to 68th Avenue NW*	$ 780,000	Partial	10%	$78,000	0%	$0	90%	$702,000	Medium	Long
Pedestrian Network	P-3	**102nd Avenue NW** *276th Street NW to SR 532*	$ 470,000	Partial	10%	$47,000	0%	$0	90%	$423,000	Medium	Long
Pedestrian Network	P-4	**Cedarhome South** *276th Street NW to Florence Road*	$ 400,000	Partial	10%	$40,000	0%	$0	90%	$360,000	Medium	Long
Pedestrian Network	P-5	**276th Street NW (Lover's Lane)** *92nd Avenue NW to 102nd Avenue NW*	$ 510,000	Partial	10%	$51,000	0%	$0	90%	$459,000	Medium	Long
Bicycle Network	B-1	**Pioneer Highway** *288th Street NW to 72nd Avenue NW (Lindstrom Road)*	$ 5,200,000	Partial	10%	$520,000	20%	$1,040,000	70%	$3,640,000	Medium	Mid
Bicycle Network	B-2	**267th Street NW / 268th Street NW** *Pioneer Highway to 72nd Avenue NW (Lindstrom Road)*	$ 6,290,000	Partial	10%	$629,000	20%	$1,258,000	70%	$4,403,000	Medium	Long
Bicycle Network	B-3	**Cedarhome Drive** *88th Avenue NW to 276th Street NW*	$ 3,460,000	Partial	10%	$346,000	20%	$692,000	70%	$2,422,000	Medium	Long
Bicycle Network	B-4	**271st St NW** *SR 532 (270th Street NW) to 88th Avenue NW*	$ 320,000	Partial	10%	$32,000	0%	$0	90%	$288,000	Medium	Long
Bicycle Network	B-5	**92nd Avenue NW** *SR 532 to 276th Street NW*	$ 2,660,000	Partial	10%	$266,000	20%	$532,000	70%	$1,862,000	Medium	Long
Bicycle Network	B-6	**276th Street NW (Lover's Lane)** *92nd Avenue NW to 102nd Avenue NW*	$ 3,120,000	Partial	10%	$312,000	0%	$0	90%	$2,808,000	Medium	Long
Bicycle Network	B-7	**Rails to Trails** *Railroad line - Saratoga Dr to Lane Rd*	$ 1,110,000	Partial	10%	$111,000	0%	$0	90%	$999,000	Medium	Long
Other Agency Improvements	O-1	**Old Pacific Highway**	n/a	No	0%	-	0%	-	0%		n/a	n/a
Other Agency Improvements	O-2	**Pioneer Highway North**	n/a	No	0%	-	0%	-	0%		n/a	n/a
Other Agency Improvements	O-3	**268th Street NW**	n/a	No	0%	-	0%	-	0%		n/a	n/a
Other Agency Improvements	O-4	**Pioneer Highway South**	n/a	No	0%	-	0%	-	0%		n/a	n/a
Other Agency Improvements	O-5	**Marine Drive**	n/a	No	0%	-	0%	-	0%		n/a	n/a
Citywide Programs	C-1	**Small Capital Projects**	$ 2,050,000	No	0%	$0	0%	$0	100%	$2,050,000	High	Ongoing
Citywide Programs	C-2	**Maintenance & Operations**	$ 10,025,000	No	0%	$0	0%	$0	100%	$10,025,000	High	Ongoing

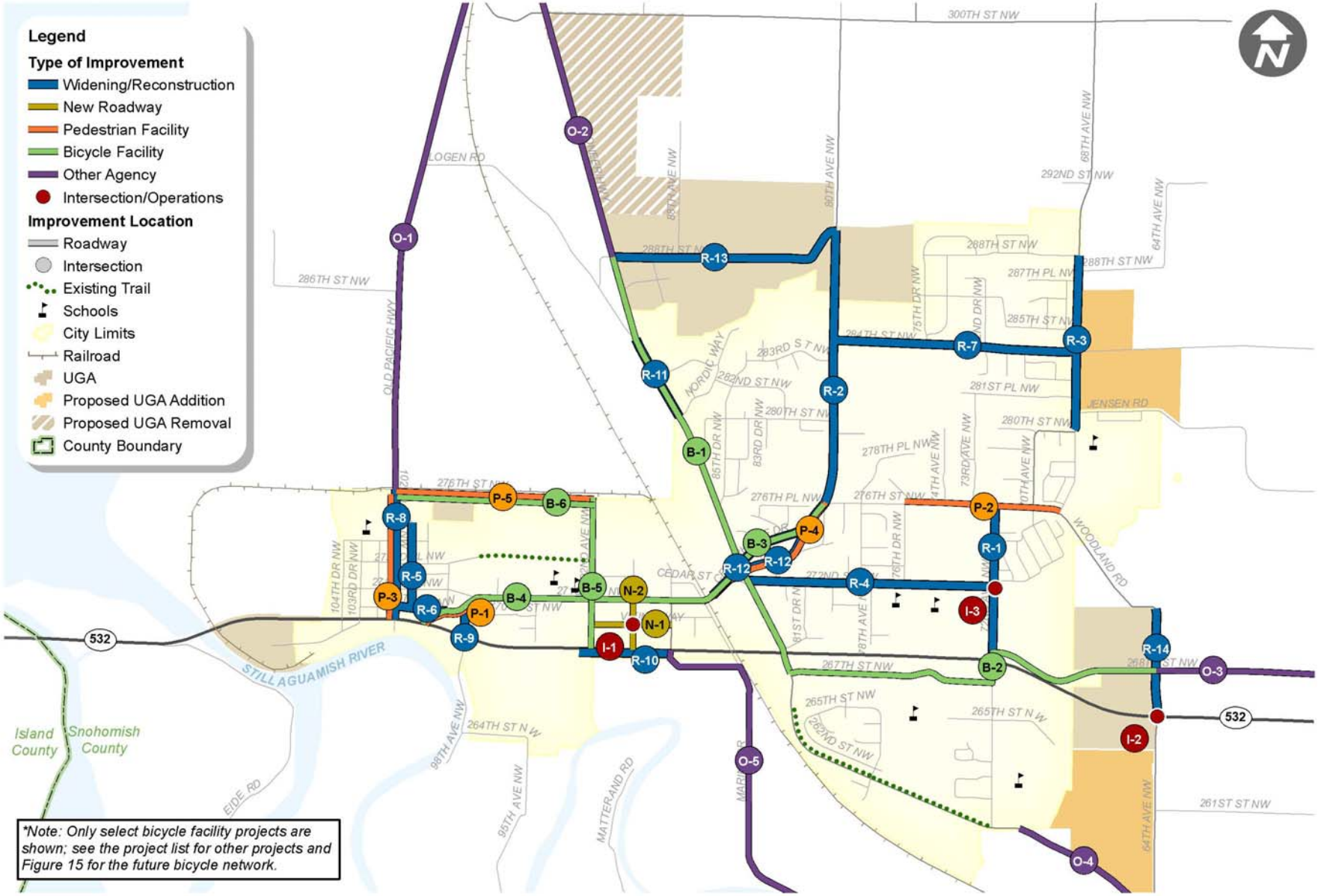


Figure 13 - Transportation Improvement Projects

Roadway Network

Improvements to the roadway network include intersection / operations, widening / reconstruction, and new roadway projects.

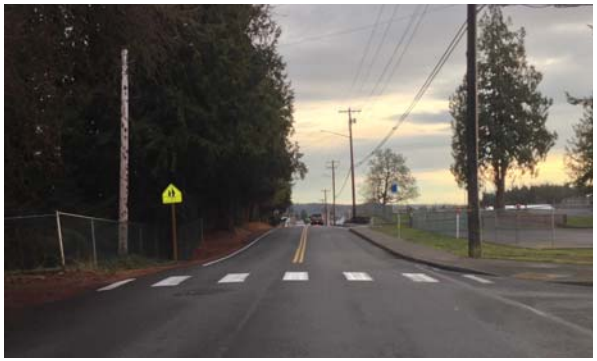
Intersection/Operations

The projects described in this section are located at roadway intersections and are either based on future operational deficiencies or the location of new roadways. Two intersection projects have been identified within the City that includes the installation of a new traffic signal or traffic circle. The Viking Way / 90th Avenue NW (I-1) is the result of two new roadways that are also included on the project list (N-1 and N-2). This new intersection is expected to serve all types of roadway users via these new routes.

The second project is located on SR 532 at 64th Avenue NW (I-2), which is an intersection that currently operates near capacity under existing conditions. With added traffic volumes along SR 532 the intersection operations are expected to worsen to below the acceptable level-of-service (LOS) standard. The intersection is stop-controlled on 64th Street NW, and the traffic attempting to turn onto SR 532 is anticipated to experience heavy delays due to limited breaks in through traffic along the highway. A traffic signal at this intersection would reduce delays and create breaks in highway traffic for minor street vehicles to complete turns.

Widening / Reconstruction Improvements

This category of projects includes upgrading and widening of roadways to City standards to provide turn lanes at major access locations as well as improvements to non-motorized facilities. These projects are generally intended to add capacity to existing road segments rather than establishing new roadways to serve the same purpose. Roadway reconstruction projects typically include the addition of curb and sidewalks on one or both sides, and are important improvements to complete the pedestrian network. Higher priority projects include 72nd Avenue NW, 80th Avenue NW, 68th Avenue NW, and 272nd Street NW (projects R-1 to R-4) that will include roadway reconstruction and new sidewalks. Lower priority projects are located on SR 532 or do include system capacity improvements.



Widening/Reconstruction Location, Project R-1: 72nd Avenue NW

New Roadways

The City has identified two new roadways to support future growth. The new roadways of Viking Way (N-1) and 90th Avenue NW (N-2) provide access within an area of expected growth and development near the center of the City. 90th Avenue NW would also provide another connection to SR 532. A third project, Downtown to East Residential Connectors (N-3), would study the feasibility of providing alternative routes across the railroad tracks separating the City.

Pedestrian Network

Improvements to the pedestrian network include sidewalks added to one or both sides of the roadway, and multiuse pathways that can be used by a range of non-motorized users.

System Connectivity

Transportation system connectivity is drawing increased focus within local, state and federal planning circles as smart growth, active living, growth management, and sustainability programs stress smarter decision-making and place greater importance on pedestrian system connectivity. The quality of connectivity is inversely related to the number and severity of environmental and infrastructure barriers to walking and bicycling. The physical barriers that affect travel behavior is felt at the neighborhood level and these barriers take many forms, either inadequate networks (lack of optional routes) or disconnected routes, but also rivers, steep terrain, rail lines, freeways and major arterials pose significant barriers to pedestrian connectivity.

A viable pedestrian network consists of connections to pedestrian generators, such as major employers, the downtown, schools, residential areas, parks, and transit stops through a system of pedestrian facilities. Land use and neighborhood street design patterns can also form barriers to pedestrian travel. For example, overly large blocks and the lack of mid-block crossings cause pedestrians to travel further to reach local destinations, often resulting in a decision to utilize a vehicle for short trips that would otherwise be completed on foot.

Connectivity to schools and downtown were used to focus on gaps in the pedestrian network to select a group of pedestrian projects to be included in the transportation system plan. Based on this assessment, the following corridors were identified as high priority projects that would provide the most benefit for serving these pedestrian generators and destinations.

- Sidewalks to be installed on both sides of the roadway as part of roadway reconstruction / widening projects:

- ◊ 2nd Avenue NW (R-1)
- ◊ 80th Avenue NW (R-2)
- ◊ 68th Avenue NW (R-3)
- ◊ 272nd Street NW (R-4)

- New sidewalks to be installed as a pedestrian network project:
  - ◊ Camano Street (P-1)

The implementation of these roadway and pedestrian network projects will provide greater connectivity for pedestrian travel within the City of Stanwood. With the completion of these projects, the pedestrian network for the City will include sidewalks or multiuse pathways connecting some of the City's major destinations, including local schools. The complete build out of the pedestrian network is shown in **Figure 14**, which includes both the existing and future pedestrian facilities.

Bicycle Network

Improvements to the bicycle network include separated multiuse pathways and on-street facilities developed with other roadway projects or independently.

System Connectivity

The bicycle network includes a range of transportation enhancement investments on these corridors to facilitate and increase the number of bicycling trips. Specific bicycling improvements may include widening shoulders on existing or planned roadways, installing shared lane markings to indicate where cyclists will be present in travel lanes, or developing on street and off-street bicycle paths. For many corridors in the City's bicycle network, the specific roadway improvement has not been defined as part of this effort.

Snohomish County is currently updating their bicycle network as part of the 2015 Comprehensive Plan. These draft maps identify several bicycle routes that were developed in coordination with the City of Stanwood. Two of the five bicycle projects included in the project list are identified as high priority, connecting to future Snohomish County bicycle facilities on Pioneer Highway (B-1) and 268th Street NW (B-2). These routes are "catalyst" projects that will be important in the development of a regional bicycle network through the City of Stanwood. Other projects included in the transportation project list will serve a growing number of cyclists in the City and move to implement a connected bicycle system. These corridors and the others shown in **Figure 15** would need to be evaluated to determine an appropriate bicycle facility.

Other Agency Improvements

As described in the previous section, Snohomish County is currently developing a countywide bicycle network as part of their Comprehensive Plan update. Several roadways into and out of the City are identified as future bicycle routes. These other agency improvements are shown as bicycle connections in **Figure 15**. These corridors are expected to serve as key connections that would provide the most benefit for serving non-motorized destinations outside of the City. The bicycle projects included in the City's transportation project list were primarily selected due to the location of connections to the Snohomish County bicycle network to provide greater bicycle and recreational travel opportunities

Citywide Programs

A systematic program for maintaining the existing and future transportation infrastructure is critical to a safe and efficient transportation system. Failure to maintain existing roadways by providing dedicated funding for maintenance and operations programs could result in more substantial capital projects and road rehabilitation projects in the future. Small capital programs (C-1) include small-scale construction projects in the City of Stanwood.

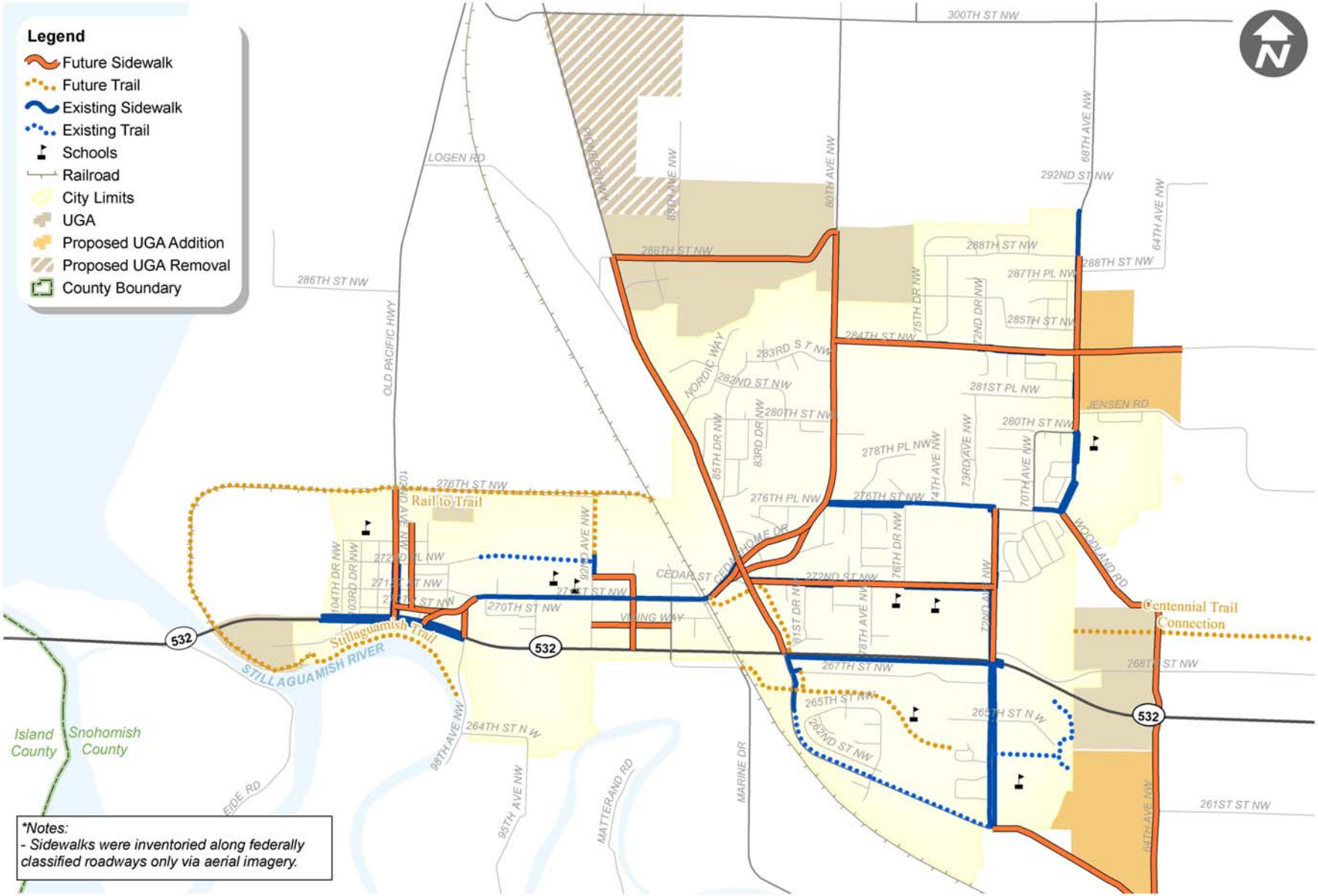


Figure 14 - Future Pedestrian Network

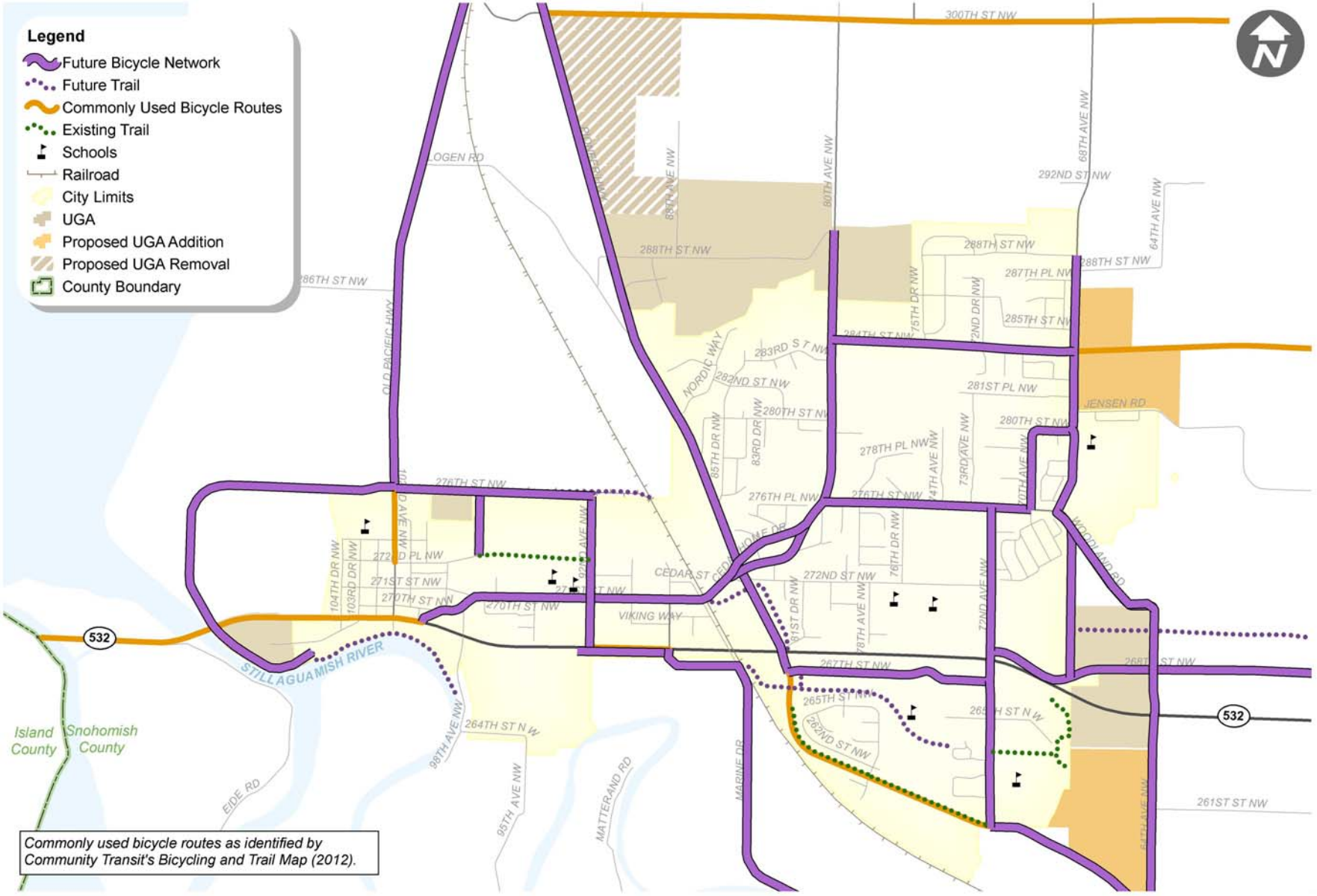


Figure 15 - Future Bicycle Network

Transit and Transportation Demand Managements (TDM)

Community Transit (CT) operates three routes in and through the City of Stanwood while Island Transit operates another four routes serving Stanwood. Each route provides a vastly different service area. Some routes provide direct trips from Stanwood to Camano Island, while others provide long distance trips all the way to downtown Seattle. The success of the public transportation system is dependent on integrating key elements that comprise the overall plan. Integration of the transit system with street improvements, bicycle facilities, and pedestrian facilities is critical to transit's success.

Transportation Demand Management (TDM) consists of strategies that seek to maximize the efficiency of the transportation system by reducing the number, length and need of private automobile trips. Typically, TDM measures include provision of park and ride lots, improvements to pedestrian and bicycle facilities, and promotion of ridesharing activities.

The Washington State Legislature passed the Commute Trip Reduction (CTR) Law in 1991, with goals to improve air quality, reduce traffic congestion, and reduce fuel consumption. In 2006, the Legislature adopted changes to the CTR law to make the program more effective, efficient, and targeted. The modified program focuses on UGAs and congested highway corridors. The City's UGA is classified as an "affected" UGA by WSDOT but currently does not have any employers with 100 or more employees working a shift beginning between 6 am and 9 am, and therefore is not required to implement CTR. When such an employer does exist, the City should develop a CTR ordinance consistent with the State CTR Act. The ordinance should include TDM actions for employers, such as carpool matching, transit pass subsidies, and bicycle parking to discourage employees from commuting alone.

TDM strategies are typically most effective in denser and larger urban areas. However strategies coordinated with Snohomish County, WSDOT, and PSRC can provide alternatives for residents and employees in Stanwood. Potential TDM strategies the City could promote through policy or investment include but are not limited to the following.

- **Transit Incentives** – Employers can provide free or reduced-rate transit passes to all employees.
- **Ridesharing** - Employers can develop and maintain a database of home addresses to facilitate carpool and vanpool matching between employees working on the same site. Employers can also provide financial incentives or reserved parking spaces for carpool and vanpool vehicles.
- **Flexible Work Schedules** – Flexible work hour schedules allow employees to adjust start/end times to accommodate carpools, vanpools, or transit options. Alternative work schedules can also be used to reduce the number of days an employee commutes during peak travel periods. These programs help reduce the need for adding capacity to highways and arterials, and reduce the levels of peak hour congestion.
- **Telecommuting** – The use of telecommunications technology can allow some employees to work from home, reducing the need for travel to and from a work site for some work days.
- **Secured Bicycle Parking and Showers** – Secured bicycle parking could be provided in the vicinity of major employment centers, preferably in a covered, weather-protected area. Shower facilities at work sites are also desirable to encourage commuting by bicycle.

2035 With Improvements Evaluation

The 2035 Baseline forecast model was updated with the intersection capacity improvements identified in **Table 8** to develop a With-Project scenario. The results of the With-Project scenario show the 2035 PM peak hour intersection LOS with the transportation improvement projects identified in the Transportation Systems Plan. The resulting 2035 With-Project PM peak hour intersection levels of service are shown in **Figure 16**.

Three intersections on SR 532 were identified to have future capacity concerns with the Baseline forecast model. Two roundabout projects at the intersections of 64th Avenue NW (project I-3) and 98th Drive NW (project I-5) are anticipated to improve intersection LOS at these existing two-way stop-controlled locations from LOS F to LOS A. Both projects are single-lane roundabouts with dedicated right-turn lanes on the state highway. The third project at the intersection at SR 532 / 270th Street NW, includes restricting minor street left turns onto SR 532 (project I-4). By restricting left-turns from 270th Street NW, intersection operations are anticipated to improve from LOS F to LOS D.

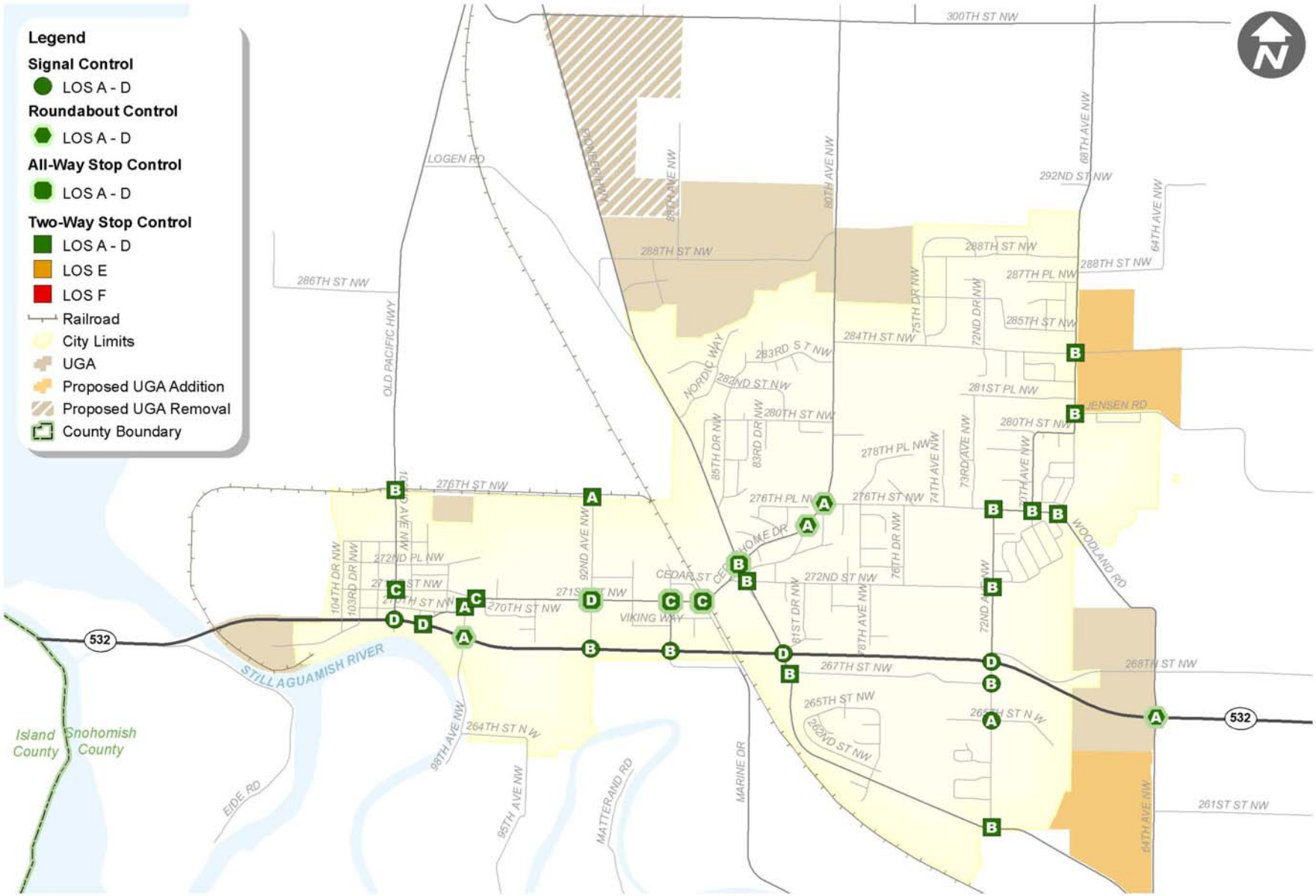


Figure 16 - 2035 With Improvements PM Peak Hour Intersection Level of Service

E. Financing Program

The list of transportation improvement projects must be funded and implemented to meet existing and future travel demands in and around the City of Stanwood. Estimated project costs and future revenues are presented and options to fund the projects are described in this section. Implementation strategies are discussed and include items such as coordination with WSDOT, Snohomish County, and Puget Sound Regional Council (PSRC) to prioritize and fund regional improvements. The implementation plan sets up the framework for the City to prioritize and fund the improvements identified in the transportation systems plan.

The Growth Management Act (GMA) requires the Transportation Element of the Comprehensive Plan include a multi-year financing plan based on the identified improvement needs in the transportation systems plan. The financing plan is to be the basis in developing the required 6-year Transportation Improvement Program (TIP). If probable funding is less than the identified needs, then the transportation financing program must also include a discussion of how additional funding will be raised or how land use assumptions will be reassessed to assure that level of service standards will be met. Alternatively, the City can adjust its level of service standards.

A summary of costs for capital improvement projects and citywide maintenance and operation programs are presented. The capital project and maintenance and operations program costs are compared to estimated revenues from existing sources used by the City to fund transportation improvements. Other potential funding sources to help reduce the projected shortfall are described. Lastly, a summary of a reassessment strategy for the City to use for reviewing transportation funding in the context of the overall Comprehensive Plan is also included.

Project and Program Costs

Table 9 summarizes the costs of the recommended transportation improvement projects and programs. These cover City of Stanwood capital improvements, maintenance and operations. The costs are summarized for the life of the Plan. Improvements under the responsibility of WSDOT or Snohomish County are not included in the summary table.

Table 9. Transportation Project and Program Costs (2015—2035)

Improvements Type	(2015-2035) Total Costs[1]	Percent of Total Costs
Transportation Capital Projects[2]		
Intersections/Operations	$4,000,000	4%
Widening / Reconstruction	$72,100,000	64%
New Roadways	$11,070,000	10%
Pedestrian Network	$2,540,000	2%
Bicycle Network	$22,160,000	20%
Subtotal Capital Projects	**$111,870,000**	**100%**
Transportation Maintenance & Operations (M & O) Programs		
Maintenance & Operations	$10,025,000	83%
Small Capital Projects Program	$2,050,000	17%
Subtotal M & O Programs	**$12,075,000**	**100%**
Total Costs	**$123,945,000**	

1. All costs in 2014 dollars, rounded to $1,000
2. Does not include other agency improvements

However, the City may choose to include a share of the costs of WSDOT improvements in its transportation impact fee or other funding options.

Planning-level cost estimates were developed for the capital improvements presented in the Transportation Systems Plan section of the Transportation Plan. The planning estimates were prepared based upon average unit costs for transportation projects within the region. Planning-level costs were developed with the assumption that costs would include associated storm water development requirements, property acquisition, wetland mitigation, and utility extensions and/or upgrades, based upon historic costs for those items. The cost projections are not specific to individual projects or locations. More detailed cost estimates will need to be prepared as the projects are closer to design and construction. Future design studies will identify specific property impacts and options to reduce costs and impacts on properties.

The estimated capital cost of the Transportation Plan is over $110 million (in 2014 dollars). Nearly two-thirds of the capital costs are associated with reconstruction and widening of existing streets in the City. These costs cover upgrading roadways to accommodate higher volumes of traffic and construction of urban features such as underground drainage, sidewalks, and street lights. Less than 5 percent of the capital project costs focus on improving the safety and operations of intersections.

Maintenance and operations costs were projected based on recent expenditures and assuming 3 percent annual growth to account for expected population growth and annexations. Maintenance and operations costs cover general administration, roadway and storm drainage maintenance, street lighting, traffic signal and street signs, street sweeping, and other miscellaneous safety improvement programs. In addition, the City developed estimates of annual expenditures to repair, replace and construct sidewalks to improve connectivity and safety, beyond facilities that would be constructed as part of other capital improvements.

An estimated need for maintenance and operations program to preserve the existing street system is included in order to reduce the need for extensive capital reconstruction projects is approximately 10 percent, or $12 million, of the total $124 million Transportation Plan cost.

Funding Analysis with Existing Revenue Sources

The City has historically used tax revenues, developer fees, and grants to construct and maintain their transportation facilities. In 2012, the City of Stanwood passed Ordinance 1328, creating a Transportation Benefit District (RCW 36.73.020) coextensive with City limits. Funds from the $.002 sales tax are used for transportation improvements including safety, multi-modal connectivity, peak period trip capacity, to reduce the risk of transportation facility failure, and to maintain optimal performance of transportation infrastructure, as defined in RCW.36.73.010(6). The description of available funding sources and projected revenue is listed in **Table 10**.

The revenue projections were estimated based upon the City's 2013 budget, historical revenues, and the adopted impact fee program. Based on recent historical data, it is estimated that revenues would be more than $58 million during the 20-year period, of which approximately 85 percent would be dedicated for capital improvements and approximately 15 percent for maintenance and operations programs.

Of the approximately $50 million in revenues dedicated for capital improvements, almost one-quarter, $12.0 million, is expected to come from developer contributions through impact fees. The Transportation Benefit District is anticipated to generate approximately $5.2 million, 10 percent of all

Table 10. Transportation Funding Revenue Projections (2015—2035)

Revenue Source	Total Revenues[1]	Percent of Total Revenues
Transportation Capital Revenues		
REET 2	$935,000	2%
Transportation Impact Fee Fund	$12,000,000	24%
Transportation Benefit District (Capital Only)	$5,232,000	10%
Miscellaneous[2]	$53,000	<1%
Grant Funds	$32,447,000	64%
Subtotal Capital Projects	**$50,667,000**	**100%**
Transportation M & O Revenues		
REET 1[3]	$124,000	1%
Property Tax	$3,977,000	49%
Sales & Use Taxes (Street Maintenance)	$413,000	5%
Motor Vehicle Fuel Tax	$2,600,000	32%
Transportation Benefit District Management Fee	$210,000	2%
Transportation Benefit District (M&O only)	$775,000	10%
Miscellaneous[2]	$44,000	1%
Subtotal M & O Revenues	**$8,143,000**	**100%**
Total Revenues	**$58,810,000**	

1. All costs in 2014 dollars, rounded to $1,000
2. Miscellaneous includes interest and other miscellaneous revenue sources not covered in other categories.
3. REET 1 funds sunset December 31, 2016.

capital revenues. Grants are assumed to generate approximately $32 million based on the types of projects pursued, and represent the largest share of all capital revenues. City taxes and fees will generate less than $1 million, or about two percent of all capital revenues during the life of the plan.

Almost $8.1 million in revenues dedicated for maintenance and operations programs are anticipated over 20 years. Almost half is expected to come from property taxes. The motor vehicle fuel tax is anticipated to generate more than 30 percent of all maintenance and operations revenues, $2.6 million. Sales and Use Taxes will generate approximately 5 percent of all maintenance and operations revenues over 20 years, but may be increased as a result of increased sales tax revenues.

Tax Revenues

The existing tax revenues used by the City will need to be maintained as one source of revenue to fund transportation projects and programs. These revenue sources include motor vehicle fuel tax, property taxes, and other tax revenues that support the City's general fund. The majority of the existing tax revenue sources will be used for maintenance, and to provide the matching funds for grants or to complete a portion of the improvement projects not covered by other agencies.

Developer Transportation Funding

The City uses several programs to help offset the increased traffic impacts of new development or redevelopment. These include construction of frontage improvements such as curb, gutter, and sidewalks and internal roadways needed to serve the development. The City is also required to review the potential transportation impacts of development and define appropriate mitigation under the State Environmental Policy Act (SEPA) and GMA concurrency requirements. In addition, the City previously adopted a Transportation Impact Fee (TIF) program as allowed for by the GMA to help fund growth-related transportation system improvements.

Transportation Impact Fees

The GMA allows agencies to develop and implement a Transportation Impact Fee (TIF) program to help fund part of the costs of transportation facilities needed to accommodate growth. State law (RCW 82.02) requires that TIF programs are:

- Related to improvements to serve new growth and not existing deficiencies;
- Assessed proportional to the impact of new developments;
- Allocated for improvements that reasonably benefit new development, and;
- Spent on facilities identified in the adopted Capital Facilities Plan.

TIFs can only be used to help fund improvements that are needed to serve new growth. The projects can include recently completed projects to the extent that they serve future growth and did not solely resolve existing deficiencies. The cost of projects needed to resolve existing deficiencies cannot be included.

The TIF program must allow developers to receive credits if they are required to construct all or a portion of system improvements to the extent that the required improvements were included in the TIF calculation. Cost associated with dedication of right-of-way for improvements included in the TIF also would be eligible for credits. The City is in the process of updating its existing program based on the updated Transportation Plan.

Other Developer Mitigation and Requirements

The City has adopted specific development related requirements which will help fund the identified improvements. These include frontage improvements and mitigation under the State Environmental Policy Act (SEPA) and concurrency requirements. The City requires developments to fund and construct certain roadway improvements as part of their projects. These typically include reconstructing abutting streets to meet the City's current design standards. These improvements can include widening of pavement, drainage improvements, and construction of curb, gutter, and sidewalks.

Several of the projects identified in the Transportation Plan could be partially funded and constructed as part of new developments. As noted above, to the extent that costs of a transportation improvement are included in the TIF then credits would be required. If improvements to an abutting local street are not included in the TIF, then credits against the TIF would not be required or allowed.

The City also evaluates impacts of development projects under SEPA. The SEPA review may identify adverse transportation impacts that require mitigation beyond payment of the TIF. These could include impacts related to safety, traffic operations, non-motorized travel, or other transportation issues. The needed improvements may or may not be identified as specific projects in the Plan. As with frontage improvements, if the required improvements are included in the TIF program, then the City must provide credits to the extent that the costs are included in the impact fee.

The City also requires an evaluation of transportation concurrency for development projects. The concurrency evaluation may identify impacts to facilities that operate below the City's level of service standard. To resolve that deficiency, the applicant can propose to fund and/or construct improvements to provide an adequate level of service. Alternatively, the applicant can wait for the City, or another agency or developer to fund improvements to resolve the deficiency.

Grants

Over the past several years the City has secured grants for transportation improvements. Grant funding is typically tied to specific improvement projects and distributed on a competitive basis. Due to reduced federal and state revenues, the pool of grant funding will likely decrease in the future. In addition, more local agencies are pursuing grants resulting in a more competitive environment.

Forecasted Revenue Shortfall

Table 11 summarizes the City's proposed transportation financing strategy for the approximately $110 million City portion of the capital improvement costs as well as the $12 million in maintenance, operations, and program expenditures. The Plan results in a shortfall of over $65 million dollars. This assumes that the level of grants and developer commitments will be generated as estimated in the Transportation Plan. The deficit could be greater if the level of development or the level of grant funding is less than forecast. This would be offset by a reduced need for transportation improvements necessitated by growth. If the City is more successful in obtaining grants or other outside funding for projects then potential deficit could be reduced, as discussed in the next section.

Table 11. Forecasted Revenues and Costs

Revenue Source[1]	Total (2015-2035)
Transportation Capital Revenues	$50,667,000
Total Capital Project Costs	$111,870,000
Capital Estimated Shortfall	**($62,203,000)**
Transportation M&O Revenues	$8,143,000
Transportation M&O Costs	$12,075,000
M & O Estimated Shortfall	**($3,932,000)**
Total Estimated Shortfall	**($65,135,000)**

1. All revenues in 2014 dollars, rounded to $1,000.
2. Does not include other agency improvements.

Capital Revenue Shortfall

The shortfall in funding would primarily affect the ability of the City to fund capital improvements. The City is committed to funding the existing maintenance and operations programs needed to preserve the integrity, safety, and efficiency of its existing transportation system. The maintenance and operations cost will expand with the future annexation of its UGA.

Maintenance and Operations Revenue Shortfall

A shortfall of approximately $3.9 million is forecasted for completely funding the 20-year maintenance and operations programs. General citywide maintenance and operations programs will balance with forecasted revenues over the life of the plan.

Potential Options to Balance the Plan

As noted above, projected existing revenue sources would allow the City to fund less than 50 percent of the identified transportation improvement projects and program costs. The City could address this shortfall through delaying lower priority projects or increasing revenues.

Options for Reducing the Funding Shortfall for Capital Improvement Projects

The City can increase funding for capital street projects using a range of revenue options. These include partnering with other agencies or additional grants. Alternatively, the City could delay implementation of projects, especially lower priority improvements. Possible applications of these funding strategies are discussed below.

Delaying Improvement Projects

Table 8 includes a relative priority of the improvement projects. The priority reflects the relative need for the project to meet the City of Stanwood's transportation system needs, including safety, circulation, operations/ congestion, pedestrian and bicycle system connectivity, and transit service. The City will focus its funding on the higher priority improvements by making conservative adjustments to the Six-Year Improvement plan.

Approximately $22.4 million of the capital improvement projects cost are listed as being of lower priority. Approximately $48.6 million are medium priority projects, with over $52.9 million in high priority capital projects. The City will not likely be able

to, or may choose not to, fund the low and possibly some of the medium priority projects within the 20-year horizon without additional funding sources. Removing the costs of the low to medium priority projects would reduce the estimated funding shortfall. The projects are, however, still included in the Transportation Plan to illustrate the City's desired transportation system. Several of the capital improvements will become necessary when and if development occurs. These projects are somewhat unique in that the cause and effect of capital projects is directly linked to the individual development projects themselves, as compared to capital projects that become necessary due to aggregate growth within the City as a whole. Funding for these projects can be tied to impact fees and/or other City revenues generated through increased sales taxes. As developments occur in these areas the City may require frontage improvements or SEPA mitigation, as appropriate. The City also may identify other programs or opportunities to partially or fully fund some of these improvements.

Additional Grants and Other Agency Funding

As discussed above, the transportation financing analyses estimates that the City may receive more than $32.4 million in grant funding over the life of the plan. If the City is able to pursue and receive grants at a higher rate, revenues would increase over the life of the plan.

The Transportation Plan has a range of improvement projects that should be competitive for grant funding. These include the Viking Way/90th Avenue NW (project I-1), the SR 532/64th Avenue NW (project 1-2), non-motorized improvements, and several roadway widening / reconstruction projects.

Tax Increment Financing

Washington State allows cities to create "increment areas" that allows for the financing of public improvements, including transportation projects within the area by using increased revenues from local property taxes generated within the area. The specific rules and requirements are noted in the Community Revitalization Financing (CRF) Act.

The Local Infrastructure Financing Tool (LIFT) program is a potential tool for the City to pursue. Under this concept the annual increases in local sales/use taxes and property taxes can be used to fund various public improvements.

The City may choose to further consider these types of funding programs in the future as part of its annual budget and six-year Transportation Improvement Program (TIP) processes.

Voter Approved Bond/Tax Package

Bonds do not result in additional revenue unless coupled with a revenue generating mechanism, such as a voter approved tax. The debt service on the bonds results in increased costs which can be paid with the additional tax revenues. Although the City does not anticipate issuing bonds in the near future, it remains an option for generating additional transportation revenues to fund some of the higher cost improvement projects.

Local Improvement Districts

A local improvement district (LID) is a special assessment area established by a jurisdiction to help fund specific improvements that would benefit properties within the district. LIDs could be formed to construct sidewalks, upgrade streets, improve drainage or other similar types of projects. A LID may be in residential, commercial, or industrial areas or combinations depending on the needs and benefits. LIDs can be proposed either by the City or by residents or business/property owners. LIDs must be formed by a specific process which establishes the improvements, their costs, and assessments. The assessments are added to the property tax which helps to spread the costs over time.

Reassessment Strategy

Although the financing summary identifies the potential for a total revenue shortfall of approximately $65 million (in 2014 dollars) over the life of the plan, the City is committed to reassessing their transportation needs and funding sources each year as part of its 6-year Transportation Improvement Program (TIP). This allows the City to match the financing program with the short term improvement projects and funding. In order to implement the Transportation Plan, the City will consider the following principals in its transportation funding program:

- Balance improvement costs with available revenues as part of the annual 6-year Transportation Improvement Program (TIP);
- Review project design standards to determine whether costs could be reduced through reasonable changes in scope or deviations from design standards;
- Fund improvements or require developer improvements as they become necessary to maintain LOS standards to meet concurrency;
- Explore ways to obtain more developer contributions to fund improvements;
- Coordinate and partner with WSDOT, Snohomish County, and others to implement improvements to the SR 532;
- Vigorously pursue grant funds from state and federal sources;
- Work with Snohomish County to develop multiagency grant applications for projects that serve growth in the City and its UGA;
- Review and update the TIF program regularly to account for the updated capital improvement project list, revised project cost estimates, and annexations;
- The City could consider changes in its level of service standards and/or limit the rate of growth in the City and its UGA as part of future updates to its Comprehensive Plan;

Some lower priority improvements may be slid or removed from the Transportation Plan. The City will use the annual update of the 6-year Transportation Improvement Program (TIP) to re-evaluate priorities and timing of projects and need for alternative funding programs. Throughout the planning period, projects will be completed and priorities revised. This will be accomplished by annually reviewing traffic growth and the location and intensity of land use growth in the City and its UGA. The City will then be able to direct funding to areas that are most impacted by growth or to roadways that may be falling below the City's level of service standards. The development of the TIP will be an ongoing process over the life of the Plan and will be reviewed and amended annually.